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30 June 2016

NOTICE OF MEETING

NOTICE IS HEREBY GIVEN in accordance with Section 83 of the *Local Government Act 1999* that an **Ordinary Meeting of Council** of the City of Onkaparinga will be held on **Tuesday 5 July 2016** at the Council Chamber at the Civic Centre, Ramsay Place, Noarlunga Centre at 7pm for the purpose of considering the items included on the attached agenda.

We recognise that the land on which we meet has considerable natural and cultural heritage, including thousands of years of traditional ownership by Kaurna.

A handwritten signature in blue ink, appearing to read "Mark Dowd".

Mark Dowd
Chief Executive Officer

Disclaimer: Please note that the contents of the Council Agendas have yet to be considered by Council and recommendations contained herein may be altered or changed by the Council in the process of formally making decisions of Council.



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City of Onkaparinga
Agenda for the Council meeting
to be held on 5 July 2016

Venue: Council Chamber, Civic Centre
Ramsay Place, Noarlunga Centre

Meeting commenced:

Present:

Apologies:

Leave of absence:

Absent:

Pledge:

We recognise this City's considerable natural and cultural heritage, including thousands of years of traditional ownership by Kurna, and the more recent contribution from people either born here or who have migrated here. As we meet together, we build on this heritage by respecting and listening to each other, thinking clearly, being receptive to new ideas, speaking honestly, and deciding wisely for the current and future well-being of those we serve.

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1. **Opening of meeting**
2. **Confirmation of minutes of the Council meeting held on 14 June 2016 and the Special Council meeting held on 28 June 2016.**

3. **Adjourned business**

Nil.

4. **Leave of absence**

Nil.

5. **Mayor's Communication**

- 5.1 **Mayor's Report 5 July 2016**

New Super School

We have been informed that the Department of Education is doing a feasibility study on growth areas north and south of Adelaide to determine future education needs. This will involve council. We will need to turn our minds to the areas we believe such a super school (birth to 12) would be best placed. It appears that Aldinga is the southern focus. The last public school opened in our region was at Seaford in the early 90s.

This compliments very well Council's expenditure of \$5.6 million in and around the Aldinga District Centre.

Federal Election

I wrote to each Federal candidate, and included our "Partnering for Innovation and Investment" document, offering to meet with them.

I am pleased to inform you that many candidates took up that offer and allowed good two way dialogue in relation to local government issues and also their policy positions.

External Audit Management Letter

Please find at attachment 1 the External Audit Interim Management letter dated 28 June 2016 from BDO Audit (SA) Pty Ltd.

Resilient South

Several Councillors supported a recent information day at Flinders University for our Resilient South project. Minister Hunter was present to launch our Southern Region Local Government Implementation Plan 2015-19. (www.resilientsouth.com)

Also, there was a presentation on a recently completed heat mapping project, **supported by Minister Hunter's department.**

Dr Paul Barber from ArborCarbon conducted the study measuring heat of our region comparing various housing styles/density/green spaces/water bodies/new and older development types.

Mayor's Prayer Breakfast

I wish to invite all to consider attending my 2016 Mayor's Prayer Breakfast at Serafino Winery on Friday, 9 September 2016 with guest speaker, Australian tennis legend, Margaret Court.

Elected member representation

Cr Parslow, Refugee Week 20 June 2016

Mayor's calendar

My activities from 6 June 2016 to 26 June 2016 are reflected in attachment 2.

Thank you



Lorraine Rosenberg

Mayor

Recommendation

That Council note the 5 July 2016 Mayor's report.

Attachment 1



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AUSTRALIA

Ms Lorraine Rosenberg
Mayor
City of Onkaparinga
PO Box 1
NOARLUNGA CENTRE SA 5168

28 June 2016

Dear Lorraine

INTERIM REPORT ON THE 2016 EXTERNAL AUDIT

We are pleased to provide the members of the Audit, Risk, Value and Efficiency Committee an update on the 2016 External Audit.

We have conducted our interim audit visits during the weeks beginning 29 February and 11 April 2016. Our work to date has covered:

- Our annual assessment of risk and potential implications for the audit of the financial report.
- Our annual assessment of risk and potential implication for the audit opinion on internal controls.
- A review of internal controls and determination of those which will be relied upon and tested as part of our audit strategy for the audit of the annual financial statements.
- Interim testing of internal controls for the audit opinion on internal controls
- Interim testing of a sample of transactions in revenue, operating expenditure and payroll functions.
- Review of interim results and analytical review to identify any unusual trends or items which might require additional audit attention.
- Review of interim testing to ensure that there are no underlying deficiencies in internal controls or matters which would require additional attention as part of our audit on the financial report.

We have also updated our knowledge in relation to key issues that were identified in our audit planning process, as follows;

- Revaluation of infrastructure, property, plant and equipment
- Cut-off of grant funding,
- Accounting for items captured within capital work-in-progress,
- Valuations of physical resources received free of charge, and
- Management override of internal controls.

This list set out issues where there will be some form of financial reporting consideration and impact on the financial statements at 30 June 2016.

Revaluation of Infrastructure, Property, Plant and Equipment

As noted above, we had identified revaluation of infrastructure assets with reference to Australian Accounting Standard AASB 13 *Fair Value Measurement* as a key issue in our audit planning process.

Council revalue all material asset classes on a basis such that the carrying values are not materially different from fair value. This revaluation is carried on an annual basis.

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We have met with management and been updated as to the status of the revaluation progress and were informed that the work of the expert engaged by Council is in progress. Once this has been reviewed and confirmed by management the necessary adjustments will be made in the accounting records, prior to the commencement of the audit on 22 August 2016.

Cut-off of Grant Funding

We have discussed the treatment of grant funding around year end with management. At the time of this letter, it is not yet known whether any funding in relation to the Financial Assistance Grant for the 2017 Financial Year will be received in the current year.

Should this again occur we will confirm the correct accounting treatment as at 30 June 2016 with management.

Capital Work In Progress

We have also been briefed by management on the progress in relation to Capital WIP in particular the capitalisation and / or expense of items. Management have indicated that the asset capitalisation from the WIP account will be cut-off as of 31 May 2016 to allow for the timely completion of asset revaluations and to facilitate the year end close. The impact will be that the Capital WIP balance is likely to be higher in the current financial year, and certain assets may lose up to a month's depreciation from not being capitalised. We do not anticipate these amounts to be material.

It is expected that the year-end reconciliations will be completed before the commencement of the audit.

Resources Received Free of Charge

Our discussions with management have indicated an expected material balance for the year ending 30 June 2016 in respect of physical resources received free of charge. These amounts are recognised in the statement of profit or loss and other comprehensive income at the fair value of the assets received. This will be performed by management based on the external valuations performed, with any amounts recognised as income prior to the commencement of our audit visit.

Update on audit opinion in relation to internal controls

We have commenced work planning for and testing internal controls for the purpose of providing an audit opinion on Council's internal controls. Specifically that controls exercised by the Council in relation to the receipt, expenditure and investment of money, the acquisition and disposal of property and the incurring of liabilities are sufficient to provide reasonable assurance that the financial transactions of the Council have been conducted properly and in accordance with law.

Our assessment of internal controls is based on the criteria in the *Better Practice Model - Financial Internal Control for South Australian Councils* as issued by the Local Government Association of South Australia. At the time of this report we have not completed testing of all the core controls identified in this document because some relate to an annual process and will not occur until year-end, or others are more closely aligned to testing we would normally conduct after year end. We do not currently have any material exceptions that we believe would lead to a qualification to the audit report on internal controls, but note and have discussed the following matters with management:

1) Control Assessment Process

We were provided with the results of the City of Onkaparinga's self-assessment of internal controls during our interim audit visit. Whilst all controls were assessed and reviewed, we noted a number of instances where either:



- a) No commentary had been provided by the assessor or reviewer to support the rating of the assessed control; or
- b) The commentary provided did not directly detail the process with which the control operates to achieve the assigned rating.

The outputs from Control Track should aim to be a standalone document that provides details on what assessment was made and how that assessment was arrived at. We have discussed this with management who have indicated they will work towards updating the assessments where the commentary is deficient. We are happy to assist in this process.

Other reporting matters

We have discussed the following reporting changes with management:

- **Residual Values:**
The Australian Accounting Standards Board recently clarified that “residual value” for the purposes of calculating asset valuations and depreciation does not include cost savings from the re-use of parts of that asset by the entity in the future. This may impact assumptions and estimates made by management in relation to depreciation and fair values.
This is an area that will attract additional audit focus for the year ending 30 June 2016. Management should perform an assessment of the impact of this decision and determine whether any adjustments to fair values and/or depreciation are required.
- **AASB 124 amendment:**
This requires that not-for-profit sector entities provide related party disclosures in the same way as their “for-profit” counterparts. That will include details of remuneration of Key Management Personnel, and transaction with other related parties.
Management will need to make disclosures for the first time in its 30 June 2017 financial statements. Comparatives for the current year will also need to be disclosed and management should be proactive in reviewing their systems for capturing this information in a timely and accurate manner.

Please contact me if you have any questions or need any further information.

Yours sincerely

BDO Audit (SA) Pty Ltd

A handwritten signature in blue ink, appearing to read 'Andrew Tickle', is written over a faint, light blue circular stamp.

Andrew Tickle
Director

Attachment 2

Meetings and events attended by the Mayor 6 June 2016 – 26 June 2016	
June 2016	
6	World Heritage Bid Advocacy meeting
	Meeting with LGA
	Meeting with Federal candidates x 3
	Meeting of Southern Districts Baseball Club
7	Meeting with Federal candidate
	Meeting with business organisation and staff
	Meeting with Chief Executive Officer
	Annual Business Plan Public Meeting
	Meeting of Strategic Directions
8	Cardijn College Classroom and Music Centre opening
	Civic Reception
9	Coast FM Radio segment
	World Heritage Bid Advocacy meeting
	Meeting of Thalassa Trust Committee
10	Rotary Flagstaff Hill ANZAC Walk
	Rotary Noarlunga changeover dinner
11	Southern Districts Baseball Club annual dinner
14	Meeting of Willunga District Community Bus
	Meeting with State Government agency
	Meeting with Director
	Meeting of Council
15	Meeting with media
	Meeting with sporting organisation
	Resilient South Showcase
	Lions McLaren Districts handover dinner
16	Meeting of the Local Government Association Executive
17	Council Members Forum
	Meeting of Kurna Liaison Committee
18	Council Members Forum
	RSL Morphett Vale Womens Auxiliary dinner 50 years
	South Adelaide Football Club Mayor's cup presentation
19	South Adelaide Panthers Pink Panther Day
19-22	Australian Local Government Association, National General Assembly Canberra
23	Meeting of Economic Development Forum
24	Meeting with media
	Meeting with Business Association
	Meeting with sporting representative
	Meeting with Federal candidate
25	Cardijn College Community Concert
	Christies Beach Surf Life Saving Club annual dinner
26	Lions Willunga handover dinner

6. Presentation

Nil.

7. Deputation

Nil.

8. Presentation by Committee Chairpersons and reports to Council by Council Committees.

8.1 Audit, Risk, Value and Efficiency Committee meeting minutes

This is a regular or standard report.

Manager: Desma Morris, Manager Governance

Report Author: Sue Hammond, Governance Officer

Contact Number: 8384 0747

Attachments: 1. Minutes of the Audit, Risk, Value and Efficiency Committee meeting held 27 June 2016 (7 pages)

A meeting of the Audit, Risk, Value and Efficiency Committee was held on 27 June 2016.

There are no items that require a resolution of Council.

Recommendation

That Council note the public minutes of the Audit, Risk, Value and Efficiency Committee meeting held on 27 June 2016 as attached to the agenda report.

City of Onkaparinga

Minutes of the Audit, Risk, Value and Efficiency Committee meeting held on 27 June 2016

Venue:	Meeting Room 1, Civic Centre Ramsay Place, Noarlunga Centre
Meeting commenced:	10.02am
Present:	Mr David Powell (Chair) Mr Peter Mendo (via telephone from 10.40am) Cr J Deakin Cr J Gunn Cr B Nankivell
Apologies:	Mayor Rosenberg
Leave of absence:	Nil
Absent:	Nil
In attendance:	Andrew Tickle and Sam Hilbink, BDO Adelaide (10.05am to 10.44am)

City of Onkaparinga
Minutes of the Audit, Risk, Value and Efficiency Committee meeting held on 27 June 2016

1. Opening of meeting

Mr Powell officially declared the meeting open at 10.02am.

2. Confirmation of minutes of the Audit, Risk, Value and Efficiency Committee meeting held on 2 May 2016.

Cr Gunn MOVED that the minutes of the proceedings of the Audit, Risk, Value and Efficiency Committee meeting held on 2 May 2016 be received and confirmed as an accurate record of those proceedings.

Seconded by Cr Deakin.

CARRIED

3. Adjourned business

Nil.

4. Chairperson's report

Nil.

5. Presentation

Nil.

6. Deputation

Nil.

7. Reports of officers

7.1 External Audit Management Report

MOVED Cr Nankivell.

That the Audit, Risk, Value and Efficiency Committee note the findings and recommendations received from BDO Audit (SA) Pty Ltd in relation to their 2015–16 interim audit visits.

Seconded by Cr Deakin.

CARRIED

City of Onkaparinga
Minutes of the Audit, Risk, Value and Efficiency Committee meeting held on 27 June 2016

7.2 Financial Management Framework Update

MOVED Cr Gunn.

- 1. That the Audit, Risk, Value and Efficiency Committee note the status and progress of work in relation to the Financial Management Framework as at 30 April 2016 as outlined in the agenda report and attachment 1 to the agenda report.*
- 2. That the Audit, Risk, Value and Efficiency Committee approve cessation of Financial Management Framework update reporting to the Audit, Risk, Value and Efficiency Committee.*

Seconded by Cr Deakin.

CARRIED

7.3 Financial Management Report

MOVED Cr Deakin.

That the Audit, Risk, Value and Efficiency Committee note the financial management update as detailed in the agenda report and at attachments 1 and 2 to the agenda report.

Seconded by Cr Gunn.

CARRIED

7.4 European Wasp Nest Destruction Service Review

MOVED Cr Nankivell.

That the Audit Risk Value and Efficiency Committee recommends to Council that the European Wasp Nest Destruction Service is ceased as contained in the agenda report and its attachment.

That the Audit Risk Value and Efficiency Committee request that a report be tabled by the end of June 2017 that reviews the effect of the cessation of this service including the number of calls and the cost to council related to this service.

Seconded by Cr Gunn.

CARRIED

Mr Peter Mendo joined the meeting via telephone at 10.40am.

7.5 Audit, Risk, Value and Efficiency Committee 2016 work plan

MOVED Cr Gunn.

That the Audit, Risk, Value and Efficiency Committee approve the amended 2016 work plan attached to the agenda report.

Seconded by Cr Deakin.

CARRIED

City of Onkaparinga
Minutes of the Audit, Risk, Value and Efficiency Committee meeting held on 27 June 2016

8. Questions on notice

Nil.

9. Motions

Nil.

10. Petitions

Nil.

11. Urgent business

Nil.

12. Confidential items

12.1 Community Bus Service Review

MOVED Cr Deakin.

1. That:

- a. under the provisions of Section 90(2) of the Local Government Act 1999 an order be made that the public, with the exception of staff on duty, be excluded from attendance at the meeting in order to consider this item in confidence.*
- b. the Audit, Risk, Value and Efficiency Committee is satisfied that it is necessary that the public, with the exception of staff on duty, be excluded to enable the Audit, Risk, Value and Efficiency Committee to consider the report at the meeting on the following grounds:

Section 90(3)(a) information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead);*
- c. accordingly, on this basis the principle that meetings of the Audit, Risk, Value and Efficiency Committee should be conducted in a place open to the public has been outweighed by the need to keep the information or discussion confidential.*

Seconded by Cr Gunn.

CARRIED

MOVED Cr Deakin.

- 3. That the matter of Community Bus Service Review having been considered by the Audit, Risk, Value and Efficiency Committee in confidence under sections 90(2) and 90(3)(a) of the Local Government Act 1999 that an order be made under the provisions of sections 91(7) and (9) of the Local Government Act 1999 that the Community Bus Service Review and the minutes and the report of the Audit, Risk, Value and Efficiency Committee relating to discussion of the subject matter be kept confidential until Council's consideration of the recommendation of the review.*

City of Onkaparinga
Minutes of the Audit, Risk, Value and Efficiency Committee meeting held on 27 June 2016

4. *That, pursuant to section 91(9)(a) of the Local Government Act 1999, the Audit, Risk, Value and Efficiency Committee delegates the duty to conduct an annual review of the confidentiality order to the Chief Executive Officer, or their sub-delegate.*
5. *That, pursuant to section 91(9)(c) of the Local Government Act 1999, the Audit, Risk, Value and Efficiency Committee delegates the power to revoke the confidentiality order to the Chief Executive Officer, or their sub-delegate.*

Seconded by Cr Gunn.

CARRIED

12.2 Rangers Hours of Operation Service Review

MOVED Cr Gunn.

1. *That:*
 - a. *under the provisions of Section 90(2) of the Local Government Act 1999 an order be made that the public, with the exception of staff on duty, be excluded from attendance at the meeting in order to consider this item in confidence.*
 - b. *the Audit, Risk, Value and Efficiency Committee is satisfied that it is necessary that the public, with the exception of staff on duty, be excluded to enable the Audit, Risk, Value and Efficiency Committee to receive and discuss report at the meeting on the following grounds:*

Section 90(3)(a) information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead);
 - c. *accordingly, on this basis the principle that meetings of the Audit, Risk, Value and Efficiency Committee should be conducted in a place open to the public has been outweighed by the need to keep the information or discussion confidential.*

Seconded by Cr Deakin.

CARRIED

MOVED Cr Nankivell.

3. *That the matter of Rangers Hours of Operation Service Review having been considered by the Audit, Risk, Value and Efficiency Committee in confidence under sections 90(2) and 90(3)(a) of the Local Government Act 1999 that an order be made under the provisions of sections 91(7) and (9) of the Local Government Act 1999 that the Rangers hours of operation Service Review and the minutes and the report of the Audit, Risk, Value and Efficiency Committee relating to discussion of the subject matter be kept confidential until Council's consideration of the recommendation of the review.*
4. *That, pursuant to section 91(9)(a) of the Local Government Act 1999, the Audit, Risk, Value and Efficiency Committee delegates the duty to conduct an*

annual review of the confidentiality order to the Chief Executive Officer, or their sub-delegate.

5. *That, pursuant to section 91(9)(c) of the Local Government Act 1999, the Audit, Risk, Value and Efficiency Committee delegates the power to revoke the confidentiality order to the Chief Executive Officer, or their sub-delegate.*

Seconded by Cr Gunn.

CARRIED

12.3 Willunga Golf Course Service Review

MOVED Cr Deakin.

1. That:

- a) *under the provisions of Section 90(2) of the Local Government Act 1999 an order be made that the public, with the exception of staff on duty, be excluded from attendance at the meeting in order to consider this item in confidence.*
- b) *the Audit, Risk, Value and Efficiency Committee is satisfied that it is necessary that the public, with the exception on staff on duty, be excluded to enable the Audit, Risk, Value and Efficiency Committee to consider the report at the meeting on the following grounds:*

Section 90(3)(d) commercial information of a confidential nature (not being a trade secret) the disclosure of which:

- (i) *could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and*
- (ii) *would, on balance, be contrary to the public interest;*
- c) *accordingly, on this basis the principle that meetings of the Audit, Risk Value and Efficiency committee should be conducted in a place open to the public has been outweighed by the need to keep the information or discussion confidential.*

Seconded by Cr Gunn.

CARRIED

MOVED Cr Deakin.

3. *That the matter of Willunga Golf Course Service Review having been considered by the Audit, Risk, Value and Efficiency Committee in confidence under sections 90(2) and 90(3)(d) of the Local Government Act 1999, that an order be made under the provisions of sections 91(7) and (9) of the Local Government Act 1999 that the Willunga Golf Course Service Review report and minutes of the Audit, Risk, Value and Efficiency Committee relating to discussion of the subject matter be kept confidential until the Willunga Golf Course Service Review is presented as a report to a meeting of Council.*
4. *That, pursuant to section 91(9)(a) of the Local Government Act 199, the Audit, Risk, Value and Efficiency Committee delegates the duty to conduct an annual*

City of Onkaparinga
Minutes of the Audit, Risk, Value and Efficiency Committee meeting held on 27 June 2016

review of the confidentiality order to the Chief Executive Officer, or their sub-delegate.

5. *That, pursuant to section 91(9)(c) of the Local Government Act 1999, the Audit, Risk, Value and Efficiency Committee delegates the power to revoke the confidentiality order to the Chief Executive Officer, or their sub-delegate.*

Seconded by Cr Gunn.

CARRIED

13. Closure

Mr Powell officially declared the meeting closed at 12.37pm.

Certified CorrectChair

/ /2016

8.2 Strategic Directions Committee minutes

This is a regular or standard report.

Manager: Desma Morris, Manager Governance

Report Author: Sue Hammond, Governance Officer

Contact Number: 8384 0747

Attachments: 1. Minutes of the Strategic Directions Committee meeting held
28 June 2016 (5 pages)

A meeting of the Strategic Directions Committee was held on 28 June 2016.

There were no items that require a resolution of Council.

Recommendation

That Council note the minutes of the Strategic Directions Committee meeting held on 28 June 2016 as attached to the agenda report.

City of Onkaparinga
Minutes of the Strategic Directions Committee meeting
held on 28 June 2016

Venue: Council Chamber, Civic Centre
Ramsay Place, Noarlunga Centre

Meeting commenced: 7.55pm

Present: Mayor L F Rosenberg
Cr M Bray
Cr S Brown (7.57pm)
Cr J Deakin
Cr H Greaves
Cr J Gunn
Cr G Hennessy
Cr W Jamieson
Cr G Kilby
Cr H Merritt
Cr B Nankivell
Cr L Nicholls
Cr G Olbrich (7.56pm)
Cr W Olsen
Cr D Parslow
Cr P Schulze
Cr N Swann
Cr M Themeliotis
Cr H Wainwright

Apologies: Cr Chapman
Cr Holtham

Leave of absence: Nil

Absent: Nil

City of Onkaparinga
Minutes of the Strategic Directions Committee meeting held on 28 June 2016

1. Opening of meeting

Cr Parslow officially declared the meeting open at 7.55pm.

2. Confirmation of minutes of the Committee meeting held on 7 June 2016

Cr Gunn MOVED that the minutes of the proceedings of the Strategic Directions Committee meeting held on 7 June 2016 be received and confirmed as an accurate record of those proceedings.

Seconded by Cr Themeliotis.

Cr Olbrich entered the meeting at 7.56pm.

CARRIED

3. Adjourned business

Nil.

4. Chairperson's report

Nil.

5. Presentation

Nil.

6. Deputation

Nil.

7. Reports of officers

7.1 Dog Park Service Levels

Cr Brown entered the meeting at 7.57pm.

At 7.57pm Cr Parslow sought and was granted leave of the meeting to suspend proceedings in order to facilitate informal discussions in this matter.

Cr Parslow reconvened the meeting in the Chamber at 8.16pm with all members present that were present before the adjournment.

Cr Kilby declared a perceived conflict of interest as a member of the Dog and Cat Management Board. Cr Kilby stated she would receive no benefit or detriment, direct or indirect, personal or pecuniary from considering and voting on this matter and chose to remain in the meeting.

MOVED Mayor Rosenberg.

1. That Council consider the following service level options for the provision of dog parks within the City of Onkaparinga being:

a. three dog parks at:

- Minkarra Park, Happy Valley (already established)*

City of Onkaparinga
Minutes of the Strategic Directions Committee meeting held on 28 June 2016

- *Farmhouse Reserve (Dinton Farm), Melsetter Road, Huntfield Heights*
 - *Symonds Reserve, Stewart Avenue, Aldinga Beach or other such location as may become available in Aldinga Beach in the future if community engagement does not support Symonds Reserve.*
2. *Should Council resolve to proceed with service level option 1(a) - three dog parks:*
- *That council commence community engagement between July and September 2016 to gauge support for the development and determine the appropriate design of a dog park on Symonds Reserve, Aldinga Beach.*
 - *Community engagement outcomes be reported back to Council for consideration in November 2016.*
 - *Following community engagement, should Council not support the development of a dog park on Symonds Reserve, Aldinga Beach the \$200,000 funding grant be returned to the State Government.*
 - *Should development of a dog park on Symonds Reserve, Aldinga Beach not be supported, progress planning for development of a dog park at Farmhouse Reserve (Dinton Farm), Melsetter Road, Huntfield Heights, with a separate application for funding made to the State Government and staff continue to assess future opportunities for a third dog park in Aldinga Beach.*
4. *That the engagement outcome report for the dog park site adopted for community engagement includes further consideration of council's ability to deliver the completed project by 30 June 2017, in accordance with the state government's grant funding requirements. In the event the project cannot be delivered by 30 June 2017 Council requests a further extension to the date and if this is refused the project does not proceed and the \$200,000 funding grant be returned to the State Government.*
5. *That the Member for Kaurua, Chris Picton MP, as the head petitioner be advised of Council's decision.*

Seconded by Cr Hennessy.

Cr Kilby declared a perceived conflict of interest as she is a member of the School for Dogs Aldinga Bay, that her husband is the President and because they are housed on Symonds Reserve, and left the meeting at 8.33pm.

CARRIED

Cr Kilby resumed her seat in the Chamber at 8.34pm.

7.2 Review of State Electoral Boundaries

MOVED Cr Merritt.

That the report be noted, with a view to Council preparing a submission once the draft boundaries are released for comment in August 2016.

Seconded by Cr Nankivell.

CARRIED

City of Onkaparinga
Minutes of the Strategic Directions Committee meeting held on 28 June 2016

7.3 Updated Work Program

MOVED Cr Greaves.

That the Strategic Directions Committee notes the updates included in the agenda report, the forward work program and Resolution Status Action Register, as attachments 1 and 2 to the agenda report.

Seconded by Cr Wainwright.

CARRIED

8. Questions on notice

Nil.

9. Motions

Nil.

10. Petitions

Nil.

11. Urgent business

MOVED Cr Jamieson.

That a report be presented to the Strategic Directions Committee on the risk of the old Port Noarlunga Dump to residents and visitors to the WM Hunt Reserve.

That the report also include any future plans for sealing the Port Noarlunga Dump.

Seconded by Cr Deakin.

Cr Hennessy left his seat in the Chamber at 8.37pm.

Cr Hennessy resumed his seat in the Chamber at 8.39pm.

Cr Kilby left the meeting at 8.40pm.

Mayor Rosenberg MOVED an AMENDMENT.

That a report be presented to the Strategic Directions Committee on the risk of the old Port Noarlunga Dump to residents and visitors to the WM Hunt Reserve.

Seconded by Cr Olsen.

The AMENDMENT was PUT and CARRIED. The MOTION, thus AMENDED, was PUT and CARRIED.

12. Confidential items

Nil.

Cr Olsen left his seat in the Chamber at 8.44pm.

Cr Olsen resumed his seat in the Chamber at 8.45pm.

13. Closure

Cr Parslow officially declared the meeting closed at 8.48pm.

Certified CorrectChair

/ /2016

9. Reports of officers

9.1 2016-17 Adoption of Annual Business Plan, Budget, Valuations and Declaration of rates

This is information seeking Council direction

Manager: Darren Styler, Manager Finance

Report Author: Joan Murrell, Team Leader Revenue

Contact Number: 8384 0530

reports: 1. Annual Business Plan 2016–17
(106 pages – provided under separate cover)

1. Purpose

This report contains the draft Annual Business Plan 2016–17 for adoption (including the draft budget and draft rating policies for 2016–17). The report also includes the 2016–17 valuations for adoption and proposed rates for declaration.

2. Recommendations

That Council, in exercise of the powers contained in Chapters 8, 9 and 10, of the *Local Government Act 1999* (the Act) and in respect of the financial year ending 30 June 2017 and in the following order:

1. Adopt the Annual Business Plan

- **Having considered submissions made during the public consultation period and having regard to all relevant information in the possession of the Council, the Annual Business Plan 2016–17 as laid before the Council at this meeting be adopted with the appendices for budget statements, rating and rate rebate policies to be updated to reflect the adopted budget and rates declared for 2016–17 and**
- **The Chief Executive Officer be authorised to make any necessary minor changes to the text of the Annual Business Plan prior to formal publication.**

2. Adopt the budget

The budget for 2016–17, as detailed in appendices 1 to 7 to the Annual Business Plan and as laid before Council at this meeting, comprising:

- **the budgeted funding statement**
- **the budgeted statement of comprehensive income**
- **the budgeted cash flow statement**
- **the budgeted balance sheet**
- **the budgeted statement of changes in equity**
- **other statements and information as required by Regulation 7 of the Local Government (Financial Management) Regulations 1999**

be adopted, involving:

- (1) Total estimated expenditure of \$185.8 million**

(2) Total estimated income from sources other than rates of \$58.6 million

(3) Total amount required to be raised from rates of \$127.2 million

3. Revision of budget

The budget will be reviewed four times during the financial year for the periods ended:

- 30 September 2016
- 31 December 2016
- 31 March 2017
- 30 June 2017 (as part of our end of financial year processes)

4. Adopt the Valuations

Pursuant to Section 167(2)(a) of the Act the most recent valuations of the Valuer-General available to Council of the capital value of land within Council's area totalling \$xx,xxx,xxx,xxx be adopted for rating purposes.

5. Declaration of general rates

In order to raise the amount in recommendation 2 (3) above, Council determines that in exercise of the powers contained in Section 153(1)(b) of the Act, it is appropriate pursuant to Section 156(1)(a) of the Act to declare differential general rates in the area of Council according to land use in accordance with Regulation 14 of the Local Government (General) Regulations 2013 as follows:

- Pursuant to Section 152 (1)(c) of the Act a general rate that consists of two components:
 - i. Being based on the value of the land subject to the rate
 - ii. A fixed charge to apply equally to each separate piece of rateable land in the area.
- Pursuant to Section 152(1)(c)(ii) of the Act Council imposes a fixed charge of \$405.
- Pursuant to Sections 152(1)(c)(i), 153(1)(b) and 156(1)(a) of the Act differential general rates be declared as follows:
 - i. 0.xxxxxx cents in the dollar on rateable land of category 1 (Residential) use
 - ii. 0.xxxxxx cents in the dollar on rateable land of categories of 2, 3, 4, (Commercial - Shop, Office and Other) and 5 and 6 (Industrial - Light and Other) uses
 - iii. 0.xxxxxx cents in the dollar on rateable land of category 7 (Primary Production) use
 - iv. 0.xxxxxx cents in the dollar on rateable land of category 8 (Vacant Land) use and
 - v. 0.xxxxxx cents in the dollar on rateable land of category 9 (Other) use.
- Pursuant to Section 153(3) of the Act Council will not fix a maximum increase in the general rate to be charged on any rateable land that constitutes the principal place of residence of a principal ratepayer.
- Pursuant to Section 166(1)(i)(i) and (ii) of the Act and to provide relief against what would otherwise amount to a substantial change in rates payable by a ratepayer due to a change to the structure of the Council's

rates and/or rapid changes in valuations, Council will grant a rebate of general rates to the principal ratepayer of category 1 (Residential) land use, to provide that the maximum general rates payable for 2016–17 will be the amount payable for 2015–16 plus 10% of that amount (noting that the amount payable includes this capping rebate but excludes any other concession or relief) and where the increase in valuation is not as a result of:

- i. recognising significant capital improvements on the property (regardless of when the development was undertaken) or
- ii. a change to the land use of the property or
- iii. a change in ownership of the rateable property since 1 July 2014

The amount of the rebate being the difference between the amount of general rates in monetary terms imposed for the 2016–17 financial year and the amount of rates in monetary terms payable (after any rebate was applied) for the 2015–16 financial year plus 10% of those rates.

6. Declaration of separate rates – Natural Resource Management levies

In exercise of the powers contained in Section 95 of the Natural Resources Management Act 2004 and Section 154(1) of the Local Government Act 1999, in order to reimburse Council the amount contributed to the Natural Resources Management Boards, Council declares a separate rate upon the capital value of rateable land as follows:

1. 0.000000 cents in the dollar on all rateable land in Council's area in the region of the Adelaide and Mt Lofty Ranges Natural Resources Management Board
2. 0.000000 cents in the dollar on all rateable land in Council's area in the region of the SA Murray Darling Basin Natural Resources Management Board.

7. Service charges

- a. That for the year ended 30 June 2017 pursuant to Section 155 of the Act Council imposes the method of recovery of community wastewater management costs for the disposal and treatment of residential waste and minor trade waste is by:

- An annual service charge of \$632 per unit on each occupied allotment
- An annual service charge of \$632 per unit on each vacant allotment

Pursuant to Regulation 12 of the Local Government (General) Regulations 2013 a unit is as defined in Section 2 of the Community Wastewater Management Systems (CWMS) Property Units Code. In the case of higher use properties (such as schools, hospitals and other multiple tenancy properties, etc) a unit charge is calculated as determined under the CWMS Property Units Code.

- b. That for the year ended 30 June 2017 and pursuant to Section 155 of the Act and in compliance with our obligations under the Water Industry Act 2012 and the 2013-2017 Price Determination for Minor and Intermediate Retailers (1 July 2013 as varied on 23 July 2015), Council impose an annual service charge to recover the costs incurred by Council for the disposal and treatment of major trade waste. This service charge to be calculated on either a per kilolitre basis or an annual amount (as negotiated with the customer). The service charge will be inclusive of:

- **the cost of service provision (based on the nature and the level of usage of the service), return on assets plus other regulatory requirements**

8. Payment

That pursuant to the provisions of Section 181 of the Act Council resolves that the above mentioned rates including charges, which have been imposed for the financial year ending 30 June 2017 will fall due in four equal or approximately equal instalments on the following days:

- **1 September 2016**
- **1 December 2016**
- **1 March 2017**
- **1 June 2017**

9. That pursuant to section 44 of the Act Council delegate authority to the Chief Executive Officer to alter any due date where it is necessary to ensure compliance with Section 181(7) of the Act.

3. Background

This report contains the draft Annual Business Plan 2016–17 (the Plan) for adoption (including the draft budget and draft rating policies for 2016–17). The report also includes the 2016–17 valuations for adoption and proposed rates for declaration.

At its meeting on 28 June 2016 Council considered the draft Annual Business Plan 2016–17 community engagement outcomes and budget balancing options and resolved in part:

3. *That the draft Annual Business Plan 2016-17 and draft Budget 2016-17 be balanced through a transfer to Contingency Reserve of \$145,000 resulting in a balanced Funding Statement with a general rate increase of 2.65%.*
4. *That any variation in revenue from rates growth arising before rates generation be balanced through a Contingency Reserve transfer for 2016-17.*

The draft Rating and Rate Rebate policies for 2016–17 were also considered at the meeting of 28 June 2016 and Council resolved:

1. *That Council approve the draft Rating Policy 2016–17 as included at attachment 1 for inclusion in the draft Annual Business Plan 2016–17 proposed for formal adoption on 5 July 2016.*
1. *That Council approve the draft Rate Rebate Policy 2016–17 as included at attachment 2 to this report for inclusion in the draft Annual Business Plan 2016–17 proposed for formal adoption on 5 July 2016.*

This report presents the Plan (which includes the rating policies and budget statements) for adoption.

4. Financial Implications

This report sets the budget for 2016–17 including all income and expenditure for the organisation and establishes the parameters for raising rates for 2016–17.

5. Risk and Opportunity Management

Risk	
Identify	Mitigation
Failure to complete the 2016–17 financial planning process in accordance with the approved 2016–17 financial planning timetable results in reputational and financial exposure for council.	The financial planning timetable for 2016–17 meets the timing obligations specified in the <i>Local Government Act 1999</i> with regard to the Annual Business Plan, budget and rate notification processes.

6. Additional information

The Plan is included at attachment 1 and has been updated to reflect the outcomes of the meeting on 28 June 2016 including the preferred budget balancing options.

The budgeted financial statements are included as appendices 1 to 7 of the Plan and have been prepared in the format required by the Act and the *Local Government (Financial Management) Regulations 1999*. A balanced funding position has been achieved for the Budget 2016–17 as shown in the Funding Statement (appendix 1).

A copy of the Rating Policy 2016–17 and Rate Rebate Policy 2016–17 are included as appendices 8 and 9 to the Plan. The rates in the dollar and service charges will be updated following declaration.

Each year we seek external legal advice on the suitability and compliance of our adoption process and recommendations. The recommendations included within this report have been reviewed by KelledyJones Lawyers to ensure compliance with the Act.

Rate notices must be served a minimum of 30 days prior to the due date under Section 181(7) of the Act. Should we encounter delays (eg unexpected equipment or system failures) and there is any possibility we may not meet the 30 day requirement for the due date of 1 September the resolutions include delegation for the Chief Executive Officer to have the authority to amend the due dates should the need arise.

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Attachment 1 – Annual Business Plan 2016-17

Provided under separate cover

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9.2 Funding for long standing events

This is an update on a previously reported subject, concept or issue.

Manager: Maggie Hine, Manager Strategy
Report Author: Dale Sutton, Team Leader Engagement and Grants
Contact Number: 8384 0623
Attachments: 1. Events eligible for longstanding event funding (1 page)

1. Purpose

To seek approval from Council for Tier 3 Sponsorship Community and Christmas Events to become eligible for long standing event funding.

2. Recommendation

That Council approves that Tier 3 Sponsorship Community and Christmas Events are eligible for long standing event funding from 2017-18.

3. Background

At its meeting held on 21 March 2013 Council resolved that:

- Long standing events are funded through a new Project and Capital Works sub category in the 'Community Capacity and Libraries' category, with the events being reviewed every five years.*
- Consideration is given to increasing the Project Capital Works 'Community Capacity and Libraries' category by \$42,500 in 2014-15 as part of the budget process.*

At that time long standing events were defined as:

*'Events that have been funded through the Tier 2—Regional Festivals and Events sponsorship program for five or more consecutive **years**'.*

To date, only two Regional Festivals and Events (Tier 2) applications for long standing event funding have been successful. In May 2014 the McLaren Vale Vintage and Classic and the Fleurieu Folk Festival events were both awarded \$8000 funding per year for a five year period. This has meant that only \$16,000 of the \$42,500 available has been allocated since the long standing event budget was established.

Bicycle SA applied in 2014-15 and again in 2015-16 for long standing event application, but was not recommended for funding by the Tier 2 Assessment Panel as the applications did not meet the 70% scoring requirement of the [Tier 2 Guidelines](#).

With \$26,500 available in the long standing event budget annually, there is an opportunity for Tier 3 events to be considered as long standing events.

There are 10 Tier 3 events which have been funded for five or more consecutive years. Attachment 1 provides a summary of these and their sponsorship to date. While in some cases the cash sponsorship component has changed in value, it

remains predominately the same from year to year. Should all of the eligible events successfully apply for longstanding event funding this would allocate approximately \$17,400 from the long standing event budget.

3. Financial Implications

There are no financial implications to this report initially. Over time, should a large number of Tier 3 events become eligible and successfully apply for long standing event funding, we would need to give consideration to increasing the Project Capital Works (PCW) 'Community Capacity and Libraries' category as part of the budget process. However, moving events out of the grants and sponsorship pool (from which they are currently being funded) and into the long standing event funding pool may mean we could adjust both budgets so that there is no financial impact to the PCW category.

4. Risk and Opportunity Management

Risk	
Identify	Mitigation
There is no limit to the number of long standing events that could be funded separately to the Tier 3 pool.	Each Tier 3 long standing event will be assessed individually and Strategic Directions Committee will be able to decide whether (and how much) to fund each event from the separate long standing event PCW budget.
Events may not continue to deliver the required benefits in subsequent years.	Maximum funding for any long standing event will be five years. While there would be no requirement for an annual funding application to be submitted for the long standing events, there would however be the requirement for an evaluation report to be submitted following each event.

Opportunity	
Identify	Maximising the opportunity
Support the growth of Tier 3 events.	Securing Tier 3 long standing funding would provide community groups with surety for their event going forward, allowing them to plan further ahead and build on and grow their event.
More funding for new events.	It is likely that the list of eligible long term events will continue to grow and (without being eligible for long standing event funding) are likely to further adversely impact the availability of funding for new or recently established events from the Tier 3 Sponsorship pool. Funding some Tier 3 events as long standing events would result in more funding being available in the grants and sponsorship pool

	for new Tier 3 events. This opportunity cost is demonstrated by the 2016-17 Tier 3 funding being oversubscribed by \$73,624 more than the allocated cash budget which equates to 193% of the available pool.
Potential to reduce work for community groups.	Community groups successfully obtaining long standing funding for their event would not need to complete a Tier 3 application annually. This would save their volunteers time and effort.

5. Additional information

Attachment 1 provides a list of the current Tier 2 Sponsorship applications awarded long standing event funding, as well as the Tier 2 events that are eligible for long standing event funding. The attachment also provides a list of events currently sponsored through the Tier 3 Sponsorship program that would immediately become eligible for long standing event funding.

These events continue to be funded as they successfully meet the assessment criteria and have demonstrated their capacity to make a positive impact by providing community benefit such as community capacity building and participation. The events also provide branding and awareness opportunities.

It is anticipated the events we have funded for five or more consecutive years are likely to continue to attract Council funding based on their strong past performance and the fact the events are meeting sponsorship funding terms and conditions. It is also noted that these events are generally well supported by our communities.

The funding for long standing events will continue to be evaluated annually as a part of the PCW budget approval process, with a review of each longstanding event every five years.

Eligibility for long term funding

It is proposed that to be eligible for long term funding, event organisers will need to demonstrate:

1. the event has been sponsored through our Tier 2 or Tier 3 sponsorship program for at least five consecutive years
2. strong past performance in the delivery of the sponsored events, including meeting all funding conditions and submitting evaluation reports in a timely manner
3. agreement that an evaluation report will be submitted following each annual event.

Timing of proposed changes

It is proposed that Tier 3 events would become eligible for long standing event funding in 2017-18, with all related criteria updated in the Community Events, Christmas Events and Carols (Tier 3) Events Sponsorship Program Guidelines prior to the next round of grant funding (opening on 27 January 2017).

Events eligible for long standing event funding

Attachment 1

Current Tier 2 events being funded as long standing events

Organisation	Name of Event	Current Longstanding Allocation	Comments
McLaren Vale Business & Tourism Association	McLaren Vale Vintage and Classic	\$8,000	Funded as long standing event since 2014-15
Fleurieu Folk Festival Inc	Fleurieu Folk Festival	\$8,000	Funded as long standing event since 2014-15
	2 events	\$16,000	

Tier 2 events eligible for long standing funding

Organisation	Name of Event	Most Recent Cash Allocation	Comments
Harvest Festival McLaren Vale	Harvest Festival McLaren Vale	\$10,000	Funded since 2011-12
Willunga Almond Blossom Festival	Willunga Almond Blossom Festival	\$8,000	Funded since 2005-06
Bicycle South Australia Inc	Amy's Ride SA	\$7,000	Funded since 2007-08
	3 events	\$25,000	

Tier 3 events eligible for long standing funding

Organisation	Name of Event	Most Recent Cash Allocation	Comments
JamaeRaw School of Performing Arts	UpRaw Performing Arts Festival	\$3,700	Funded since 2010-11
Flagstaff Athletics	Flagstaff Gift	\$3,000	Funded since 2008-09
Seaford Ecumenical Mission	Seaford Community Carols	\$2,000	Funded since 2008-09
Panther Club Inc	Southern Community Xmas Carols	\$1,800	Funded since 2010-11
Seeds Uniting Church	Road to Christmas	\$1,800	Funded since 2011-12
South Coast Folk Club	South Coast Folk Club Concert Series	\$1,750	Funded since 2007-08
Hackham West Community Centre	The Gift of Giving Christmas Event	\$1,000	Funded since 2009-10
Friends of Sully's Inc	O'Sullivan Beach Christmas Carols	\$1,000	Funded since 2005-06
Morphett Vale and Districts Sub Branch RSL	Anzac Day Dawn Service	\$950	Funded since 2009-10
Woodcroft Neighbourhood Watch Area 414	Woodcroft Carols in the Park	\$400	Funded since 2005-06
	10 events	\$17,400	

Total events eligible for long standing funding

	Total number of events	Total potential funding for long standing events
	15	\$58,400

9.3 Foreshore Access Plan Stage 6 draft concept design and community engagement report

This is a regular or standard report.

Manager: Adam Mrotek, Manager Projects and Development Policy

Report Author: Matt Buckell, Team Leader Projects
Daniel Martucci, Project Leader

Contact Number: 8301 7249

Attachments:

1. FAP 6 Draft concept design (1 page)
2. FAP 6 Community engagement information (3 pages)
3. Community engagement summary report (57 Pages)
4. Petitions and detailed submission summary (1 pages)
5. Draft concept design car park impacts (1 page)

1. Purpose

The purpose of this report is to present the draft concept design for Foreshore Access Plan Stage 6 and outcomes of the associated community engagement process and to seek approval for the next steps of the project.

2. Recommendations

- 1. Approve the draft concept design for Foreshore Access Plan Stage 6 (attachment 1 to the agenda report) as distributed in the community consultation process.**
- 2. Note the outcomes of the community engagement process (attachment 3 to the agenda report) including the recommended design amendments.**
- 3. Approve proceeding to detailed design and construction based on content in recommendations 1 and 2, subject to relevant approvals and receipt of external grant funding.**

3. Background

Citywide Concept – Foreshore Access Plan

The City of Onkaparinga's Foreshore Access Plan Citywide Concept reinforces the aims of the state government's Coast Park vision to enhance open space linkages, provide appropriately for both traffic and parking and ensure safe and convenient access for vehicles, pedestrians and cyclists. The Citywide Concept identifies and prioritises nine segments along the City of Onkaparinga's coast and has been progressively implemented since its inception in 2003. With the initial priorities well advanced, a review was undertaken in 2013 to identify segments for future implementation to improve connections between coastal nodes and existing shared-use paths. The 2013 Foreshore Access Plan Review was approved by Council on 9 April 2013.

Foreshore Access Plan Stage 6

The 2013 Foreshore Access Plan review recommended that Foreshore Access Plan Stage 6 (FAP 6) be progressed as a high priority project. The FAP 6 project addresses the approximately 2.8km Silver Sands section of foreshore from the Aldinga Beach boat ramp to Loongana Road, Aldinga Beach. This segment extends south from the recently completed FAP 5 shared-use path and connects the Aldinga Beach boat ramp and the Aldinga Bay Surf Lifesaving Club, locations identified as major Coast Trail nodes.

The segment contains significant topographical and environmental barriers to delivery of a shared use path, including narrow roads flanked by steep and sensitive **vegetated terrain. In recognition of this, the state government's original Coast Park** vision proposed an on-beach link for the whole project **site, but council's 2013** review recommended investigation of off-beach links. The internal development of a draft concept design has pursued this recommendation as far as possible within the parameters imposed by the \$1.6-\$1.9m indicative cost identified for FAP 6 in the 2013 Review.

Draft concept design

The draft concept design is illustrated in the drawings and project information in attachments 1 and 2. It proposes a combination of dedicated off-beach links for the southern approximately 60% of the project length, mostly to full 3m wide shared-use path standards. For the northern remainder along the Lower Esplanade and the Esplanade north of Magpie Road, the draft concept design proposes an on beach link supplemented by minor improvements to better support existing on-road pedestrian and cycling access with improved connections between the beach and road links. The draft concept design terminates at the Aldinga Beach boat ramp with several connections from the beach and road links to connect to FAP 5, while also accommodating potential future improvements to the existing kiosk.

The key design principals followed were maximising the length of foreshore access improvements within this section of coast while minimising new development footprint on the environment. The latter was achieved in part through very limited car park reductions. No roads are proposed to be narrowed, and the only proposed change to coastal fencing directly in front of properties is limited to the approximately 240m long section of Esplanade between Magpie Road and Wattle Avenue, where the least visible fence type from the FAP 5 project is proposed. The draft concept design has a budget estimate of \$2.2m.

Many options were explored to provide a dedicated off-beach link in the northern section, but the only appropriate solution to the topographic and environmental constraints is an approximately 1,165m cantilevered boardwalk. This was estimated to add at least \$5m to the project cost, well beyond project budget, so cannot be progressed at this time. However, the draft concept design actively prepares for the possible introduction of this link in the future, with the proposed shared-use path and short cantilevered boardwalk between Wattle Avenue and Magpie Road being a first step towards this potential outcome.

Community engagement – activities

The proposed draft concept design and community engagement process was presented to a Wine Coast Ward Member briefing on 2 February 2016.

In accordance with a community engagement strategy, the project information shown in attachment 6 was mailed to over 3,100 owners and occupiers in the local

community as well as to key stakeholder groups during early March 2016. A survey was included in this mailout and was open for over four weeks, closing on 15 April 2016.

Supplementing the mailout were the following engagement activities:

- targeted doorknocking along the Esplanade section between Wattle Avenue and Magpie Road, leading to extensive conversations with six of the ten landowners
- signage along the project site, and displays in both the Aldinga Shopping Centre and Aldinga Library
- a public information session on Saturday 9 April 2016, with approximately 40 people in attendance
- a presentation to the Friends of Aldinga Scrub, with approximately 15 people in attendance
- promotion through the Southern Times Messenger on 22 March 2016
- **information on council's website and Facebook page**
- four meetings with agencies and key stakeholders, seventeen written responses to queries or submissions from residents, and ten discussions with residents contacting council by telephone.

Community engagement – summary outcomes and considerations

There were 199 survey responses received, with the slightly below-average response rate of 6.4% suggesting a level of comfort with the proposal. A majority (63%) of those responding agreed with the draft concept design, with minorities disagreeing (22%) or neutral (15%). Significantly, people identifying themselves as living along the Esplanade also indicated majority (60%) agreement. This response is considered a broad endorsement of the draft concept design, but with considerable feedback identifying several opportunities to further improve project appeal in the detailed design process.

A prominent view shared by both those agreeing and disagreeing was disappointment that the draft concept design proposes only limited improvements for the northern sections along the Lower Esplanade and the Esplanade north of Magpie Road. This view was enduring, despite extensive explanation of the key design principal to maximise the length of foreshore access improvements within the limited budget. It is considered that this view should be taken into account if opportunities for further funding present themselves.

As is typical in community consultation processes, many respondents disagreeing with proposals objected to particular elements that would be more likely to support the proposal if these issues are addressed. This scenario was foreseen and underpinned many elements of the community engagement strategy, where a cooperative design approach and style was actively encouraged. In this context, many possible design amendments have been collaboratively developed with residents that were considered minor and practical solutions to the issues they raised. To enhance support and embody a good faith negotiating position with the community, all of these amendments are proposed to be incorporated into the detailed design process. A summary of these amendments is detailed below, with the complete list provided in Appendix A of the community engagement summary report (attachment 3). A summary of petitions and key detailed submissions

received as part of the community engagement process is also provided as attachment 4, including;

- a petition by Mr Richard Abbott presented to Council on 3 May 2016 opposing any development of the gravel path between Wattle Avenue and Norman Road
- a previous petition by Mr Umberto Marinelli presented to Council on 1 March 2016 requesting that an unauthorised beach access be reopened.

Community engagement – summary of amendments to draft concept design

- Further investigate pavement material options, cycle calming features and fencing for the proposed upgrade to the existing gravel path between Wattle Avenue and Norman Road.
- Refine the alignment of the proposed boardwalk south of Norman Road, and shared use path immediately either side of Norman Road (refer Attachment 4 for more information and the alignment now proposed).
- Various changes related to road safety, landscaping, car parking, pedestrian access and bus stop features at the Wattle Avenue / Esplanade curve.
- Fine-tuning minor aspects of the bike-crossing points.
- Minor landscaping, car parking, line marking and signage adjustments.

4. Financial Implications

A construction budget of \$2.2m has been identified for FAP 6 in 2016/2017 through the Major Project Fund based on estimates for the current draft concept design. This includes \$1.1m external income anticipated to be sourced through the Department for Planning, Transport & Infrastructure's Open Space & Places for People grant process. An application for this grant funding was submitted on 29 January 2016 with the outcome expected mid-year.

5. Risk and Opportunity Management

Risk	
Identify	Mitigation
Inappropriate environmental impact.	Development footprint to be kept within already disturbed areas or zones identified as degraded and/or not hosting high value vegetation. Design and construction to be subject to specific measures to ensure sensitive treatment of site. Final plans for any clearance to be approved by relevant external authorities.
Success of foreshore access improvements increase community requests for further links in northern section (including up to 1,165m	Consider for future projects and opportunities for further funding

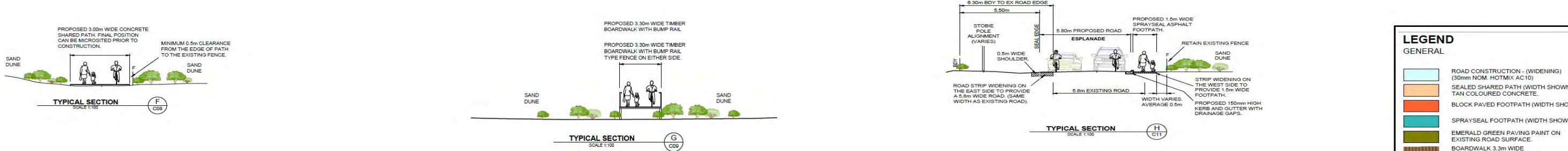
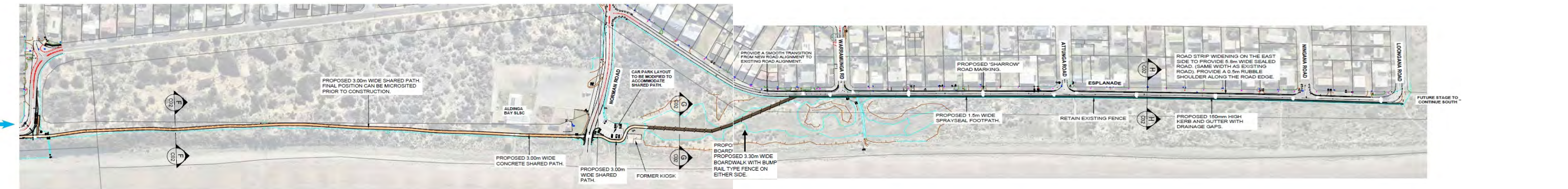
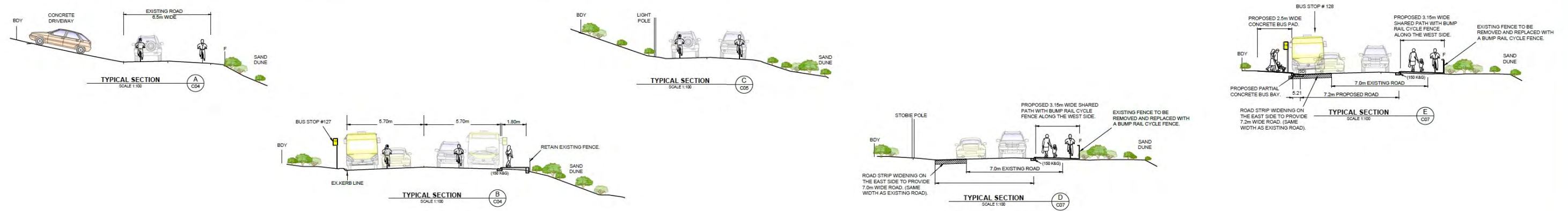
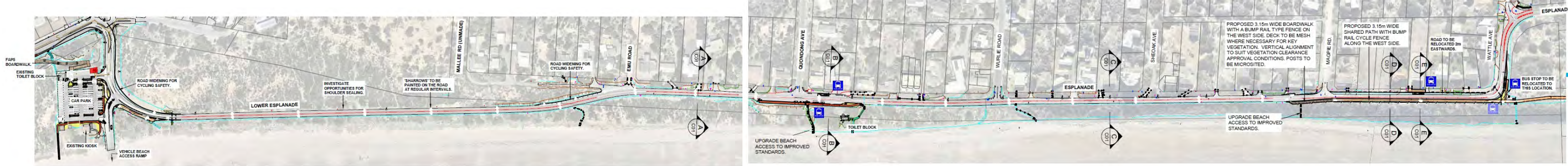
of cantilevered boardwalk).	
Inadequate car parking.	Draft concept design proposes limited reductions, mainly in an area where supply would still exceed surveyed demand. Design amendments should mean several spaces can be retained, further limiting proposed reduction.
Unsuccessful grant application.	Construction to be put on hold pending securing grant funding. Detailed design to be completed to ensure 'spade-ready' project that can be implemented at any future stage.

Opportunity	
Identify	Maximising the opportunity
Improved foreshore access and amenity for the Aldinga Beach and surrounding communities.	FAP 6 provides important foreshore improvements for the local community, whilst delivering a significant regional trail of state significance. It supports delivery of the State Government's Coast Park Vision, Council's Foreshore Access Plan City Wide Concept and allows Council to pursue State Government funding toward providing improved, contemporary foreshore infrastructure for our communities.

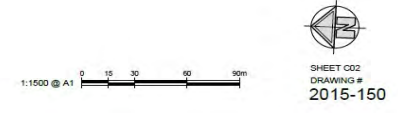
7. Additional information

To help limit environmental impact, the draft concept design proposes development of areas currently occupied by 22 of the 126 parks currently provided along the project site. These reductions are mainly proposed where earlier parking surveys indicate substantial parking oversupply, and where drive on access to the beach is nearby, with its virtually unlimited capacity.

Nevertheless, fewer reductions would eventuate through adopting the recommended design amendments. The proposals and amendments are discussed in detail within attachment 5.



LEGEND	
GENERAL	
	ROAD CONSTRUCTION - (WIDENING) (30mm NOM. HOTMIX AC10)
	SEALED SHARED PATH (WIDTH SHOWN). TAN COLOURED CONCRETE.
	BLOCK PAVED FOOTPATH (WIDTH SHOWN).
	SPRAYSEAL FOOTPATH (WIDTH SHOWN).
	EMERALD GREEN PAVING PAINT ON EXISTING ROAD SURFACE.
	BOARDWALK 3.3m WIDE (UNLESS OTHERWISE SHOWN).
	LANDSCAPED AREA. PLANTING TBA.
	'SHARROW' ROAD MARKING.
	BUS STOP.
	EXISTING FENCE.
	PROPOSED FENCE.



SHEET 002
DRAWING #
2015-150



FORESHORE ACCESS PLAN STAGE 6

Improvements are proposed to the foreshore from the Aldinga Beach boat ramp along the Esplanade to Loongana Road, Aldinga Beach.

Delivered as part of the City of Onkaparinga's Foreshore Access Plan, the changes will provide safe, convenient access for vehicles, pedestrians and cyclists along the foreshore.

We encourage you to become informed and provide your feedback on the proposed concept summarised within.

Survey closes Friday 15 April.

INFORMATION SESSION

Saturday 9 April, 12noon–3pm
Aldinga Bay Surf Life Saving Club
Norman Road, Aldinga Beach

Learn more about the proposed project and provide your feedback.

MORE INFORMATION

To view the detailed concept design please visit:

- www.onkaparingacity.com/communityengagement
- Aldinga Bay Surf Life Saving Club
- Aldinga Central Shopping Centre
- Aldinga library

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IMPROVING OUR FORESHORE

Environment – Significant work has been undertaken to ensure the protection of our precious coastal landscape in all areas of this project. For this reason in particular minimal changes are proposed to Lower Esplanade and Esplanade to Magpie Avenue areas.

By using areas currently occupied by excess car parking and relocating components of the Esplanade, the draft concept proposes only a very small increase to the footprint of development.

Lighting – No new lighting is proposed. This is consistent with Stage 5 of the Foreshore Access Plan recently completed between Port Willunga and the Aldinga Beach boat ramp.

Landscaping – will be considered as part of detailed design and is expected to comprise low-level plantings of native and indigenous coastal species.

Footpaths – will be 1.5 to 2m wide in either regular grey-coloured concrete or spray sealed asphalt.

Shared-use paths – will be 3m wide tan coloured concrete pavement.

Boardwalks – Proposed elevated boardwalks will enable the most direct pedestrian and cycling links to be provided. These will be built where possible above existing footprints using a sensitive approach and various specialist design and building techniques to minimise the impact on the environment. The location of the longest structure (Norman Road to Warramunga Road) will be located above an area where vegetation is already significantly degraded.

Aboriginal cultural heritage

In 2014 an Aboriginal cultural heritage survey of the project site was completed. This incorporated specialist site inspections by an archaeologist, an anthropologist and representatives of the Kaurna Nation Cultural Heritage Association.

The findings of the investigation guided the design process into utilising the existing gravel track north of Norman Road and an already degraded section south of it for new development to minimise impact to the site. No other issues for the remainder of the project site were raised.

We are investigating opportunities for interpretative signage to showcase this part of the area's history.

Changes to roads and improved safety for cyclists – Targeted road widening is proposed to provide more clearance between cars and bicycles. Similar improvements through shoulder-sealing and line marking (sharrows – see image 1) will also be investigated. All proposed areas are indicated on the map overleaf. Proposed changes do not include any new access or turning restrictions and will not reduce the width of existing roads which are too narrow for bicycle lanes to be installed.



Between Magpie and Wattle Avenues, the plan proposes to move the Esplanade east by approximately two metres. This area is still within council's road reserve and will enable the shared-use path to be built on what is currently the northbound half of the road without any impact on services or coastal vegetation.

A new 1.5m wide footpath will be installed on the western side of the Esplanade between Loongana Road and the southern end of the boardwalk between Norman and Warramunga Roads. This will require the eastern edge of the road to be straightened and moved up to 80cm to the east. A wide range of options were investigated for this section, including a one-way alternative. Due to low traffic volume, cost/benefit considerations and various other factors, this proposed option was selected as the preferred approach and allows the road and footpath to remain within the road reserve without impacting on adjacent coastal vegetation.

Car parking – We propose to utilise some existing car parking spaces to allow for the proposed foreshore access improvements. This will minimise environmental impact in areas where there is highly significant coastal vegetation. These changes will only impact areas with adequate alternate car parking provisions.

The largest change proposed is to the Aldinga Beach boat ramp car park

which will facilitate a pedestrian and cycling connection to both the beach and Esplanade. Results from car park surveys completed over summer in 2012–13 showed that the highest demand, even on weekends with good surf, was for only 22 spaces in this area. The proposal is for 78 spaces to remain, reduced from 93 spaces.

Car parking spaces will also be reduced at:

- the Esplanade opposite Quondong Avenue (from 12 to 10 spaces) to accommodate a bike crossing
- corner of Esplanade and Wattle Avenue (from 3 informal spaces to 0) and the old kiosk car park at Silver Sands (from 20 to 18 informal spaces). This will accommodate the shared-use paths while avoiding any impact on the neighbouring vegetation.

These impacts have been carefully considered noting that significant environmental and geographical constraints limit what is achievable within the budget and that many other on-street parking spaces exist in these areas.

Park furniture and old kiosks

Council is undertaking an expression of interest process that will inform future planning and possible improvement of kiosk buildings adjacent the boat ramps at Aldinga Beach and Silver Sands. The outcome of this process will be integrated into the Foreshore Access Plan.

Coastal fencing – is required to protect against falls in two small sections of the project site. This has been incorporated in the project on both sides of the boardwalk between Norman and Warramunga Roads and on the western side of both the boardwalk adjacent Magpie Road and shared-use path north of Wattle Avenue. The fences will be 1.2m high utilising 125mm thick square posts placed every 2.5m with an offset handrail and mesh infill (see image 2 below). No other fencing changes are proposed.



FORESHORE ACCESS PLAN: STAGE 6 SUMMARY DRAFT CONCEPT DESIGN

2 Lower Esplanade

- road widening to uphill section
- bicycle crossing & improved safety for cyclists with line-marking and potential shoulder sealing

3 Esplanade – south of Emu Road to north of Magpie Avenue

- footpath to improve pedestrian safety adjacent Quondong Avenue car parks and bus stops
- upgrade to existing beach access including bicycle gutters to improve access for cyclists to and from the beach
- Car parking (adjacent Quondong Avenue)
 - Current capacity: 12 spaces
 - Proposed capacity: 10 spaces
- bicycle crossing & improved safety for cyclists with line-marking and potential shoulder sealing

5 Wattle Avenue to Norman Road

- replace existing 550m gravel track behind dunes with concrete shared-use path, incorporating improved emergency vehicle access to the surf life saving club

6 Norman Road to Warramunga Road

- shared-use path connecting to a boardwalk across low-lying area to link to the Esplanade
- coastal fencing to both sides of the boardwalk
- bicycle crossing & improved safety for cyclists with line-marking on Esplanade

7 Esplanade – Warramunga Road to Loongana Road

- footpath on beach-side of Esplanade (see back page for details)
- improved safety for cyclists with line-marking on Esplanade

8 Loongana Road

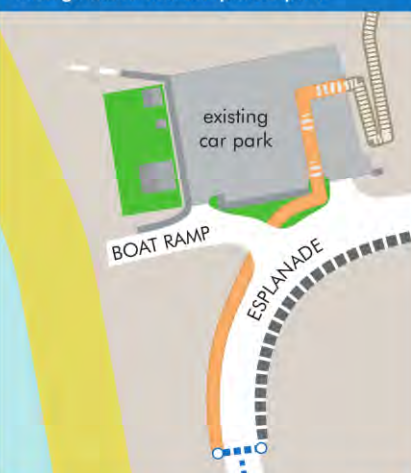
- existing beach access
- a future Foreshore Access Plan stage is anticipated to continue south from this point

PROPOSED CHANGES

	footpath
	shared-use path
	road widening
	boardwalk / beach access
	bicycle crossing
	improved on-road safety for cyclists
	landscaping and open space improvements
	coastal fencing



Aldinga Beach boat ramp & car park



- shared-use path (3m wide) and footpath (1.5m wide) to continue from Foreshore Access Plan Stage 5 works connecting with the beach and Lower Esplanade
- landscaping and open space – upgrade to the existing shelter and BBQ, with opportunities for public art, small play equipment and native and/or indigenous landscaping.
- bicycle crossing & improved safety for cyclists on Lower Esplanade
- road widening for improved on-road safety for cyclists
- car parking
 - Current capacity: 93 spaces
 - Proposed capacity: 78 spaces

Esplanade (Magpie Road to Wattle Avenue)



- upgraded existing beach access up dune
- 3m wide boardwalk and shared-use path
- coastal fencing to the western side of the boardwalk and shared-use path
- car parking (end of Wattle Avenue)
 - Current capacity: 3 informal spaces
 - Proposed capacity: 0 spaces
- road widening (end of Wattle Avenue)



Community Engagement Feedback Report

Foreshore Access Plan Stage 6, May 2016



Community Engagement Feedback Report

Foreshore Access Plan Stage 6

EXECUTIVE SUMMARY

The engagement undertaken upon release of the Foreshore Access Plan Stage 6 project draft concept indicated a high level of support (63%) from the 199 people who responded via the survey. Reasons for support focused on providing safe accessible pedestrian and cycle facilities. The 199 responses received represented a 6.4% response rate based on the 3,105 surveys distributed. In this respect, a low response rate is sometimes an indicator of general community comfort with the plans.

Those who expressed support for the proposal did so because they felt it catered for family cyclists, children, people with disabilities and people with pushers by providing a safe accessible pathway. Many people felt that the pathway struck a good balance between protecting the environment and providing a safe pathway for people.

The draft concept was not supported by 22% of survey respondents, 13% of these strongly disagreeing. Key reasons for not supporting the plans were concerns that the shared use path did not extend north of Magpie Road and concerns about the potential environmental impacts of formalising the path between Wattle Avenue and Norman Road.

Concern regarding the path focused on the perceived environmental impact on flora, fauna and dunes, conflict of uses and impacts on the 'laid back' informality of the area. Some who did not support the project opposed it because the most dangerous sections, which they considered to be a higher priority, were not being addressed to the same extent.

There were concerns from both supporters and detractors of the shared pathway in relation to safety, particularly with regard to the interaction of the shared use path with the boat ramp and car park and the location of the shared use path in relation to the

surf club. If the draft concept was to be implemented, the community suggested several amendments should be made, including the following:

- a different pavement, cycling-calming features and fencing associated with the gravel path between Wattle Avenue and Norman Road
- refining the alignment of the boardwalk south of Norman Road, and of the shared-use path immediately either side of Norman Road
- various changes related to road safety, landscaping, carparking and bus stops at Wattle Avenue's curve into the Esplanade
- fine-tuning some aspects of the bike-crossing points
- minor landscaping, carparking, linemarking and signage adjustments.

The outcomes of the community engagement process and the details of comments received are discussed in further detail in this report.

INTRODUCTION

Stage 6 of the Foreshore Access Plan proposes improvements to approximately 2.8km of the Silver Sands foreshore from the Aldinga Beach boat ramp to Loongana Road, Aldinga Beach.

The project is being delivered as part of the Foreshore Access Plan citywide concept and will reinforce the state government's Coast Park vision to enhance open space linkages, provide appropriately for traffic and parking, and ensure safe and convenient access for vehicles, pedestrians and cyclists.

A draft concept design has been developed through a detailed planning and design process. It has considered a range of complex issues including challenging ground levels and the sensitive coastal environment. There are significant topographic barriers to delivery of a shared use path and supporting facilities within this segment and sections are proposed to be developed as an on-beach link supported by appropriate signage and supporting infrastructure.

The draft concept design seeks to improve foreshore access within this section of coast, linking it to the recently completed Stage 5 of the Foreshore Access Plan, the Aldinga

Beach boat ramp and the Aldinga Bay surf lifesaving club, locations identified as major nodes on the Coast Trail.

The draft concept design has been gradually refined through internal planning and design investigations. Together with the format of the proposed community engagement, the draft concept was presented to a Wine Coast Ward Elected Member briefing in February 2016. The community engagement process followed this briefing.

OUTCOMES OF COMMUNITY ENGAGEMENT

In March/April 2016, a draft concept and supporting project information for Stage 6 of the Foreshore Access Plan for were disseminated to the local community via:

- A letter and summary concept sent to 3,105 households, including stakeholder groups. A survey was also included in this mailout and was open for over four weeks, closing on 15 April 2016.
- Doorknocking of targeted residents who would face the more substantive proposed changes
- Information on Council's website including an online feedback form
- Promotion through the Southern Times Messenger and information on Council's website and Facebook page.
- Signage along the project site and public displays at Aldinga Library, Aldinga Shopping Centre and Aldinga Beach Surf Lifesaving Club from Friday 11 March to Sunday 18 April 2016
- Social media
- A public information session at the Aldinga Beach Surf Lifesaving Club on Saturday 9 April from 12noon to 3pm
- a presentation to the Friends of Aldinga Scrub.

A total of around **40** people attended the community information session, **199** responses were received from the online survey, and a further **8** responses were

received via interested residents and business owners via letter or email. The comments received are discussed and analysed further in this report.

Doorknocking of **10** residences along the Esplanade was undertaken on 17 February 2016. All of the households spoken to also completed a survey or sent an email and their comments have been included in the analysis.

A petition containing thirty-four (**34**) signatures from twenty-six (**26**) households was received in relation to an element of the concept design. The petition opposed the construction of the shared use path between Wattle Street and Norman Road predominately due to potential impacts on ambience, amenity, safety and traffic flow.

Meetings were also held with the Friends of Aldinga Scrub and Aldinga Bay Surf Lifesaving Club as well as correspondence received from the Aldinga Bay Business and Tourism Association.

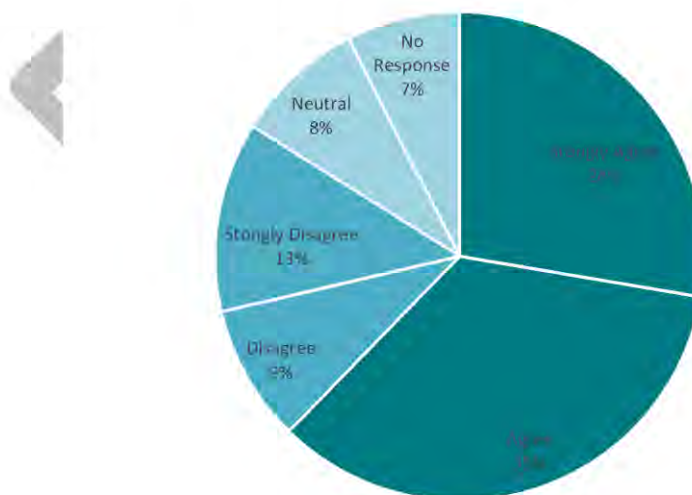
LEVEL OF SUPPORT FOR THE DRAFT CONCEPT

An analysis of the 199 responses received via the survey indicates that 63% of respondents were in support of the project, with 35% agreeing and 28% strongly agreeing. The main reasons for supporting the draft concept included support for improved safety and access, accessibility for a wider range of people and achieving a good balance between accessibility and environmental needs.

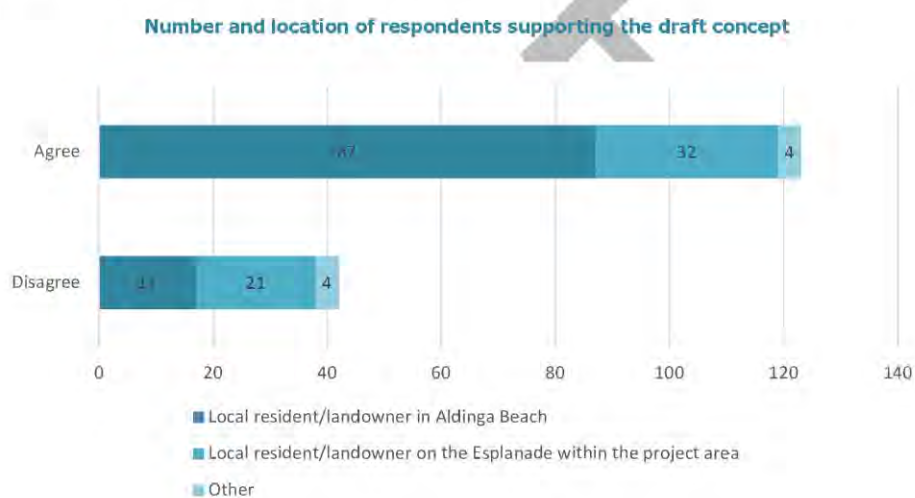
The draft concept was not supported by 22% of survey respondents, 13% of these strongly disagreeing with the draft concept. Reasons for not supporting the plans predominately related to concerns about perceived environmental impacts, and concerns about the project's priorities with the perceived need to achieve value for money by delivering safety improvements for the full length of Stage 6.

A further 8% were neutral in their support and 7% did not provide a response.

Level of support for Stage 6 FAP draft concept

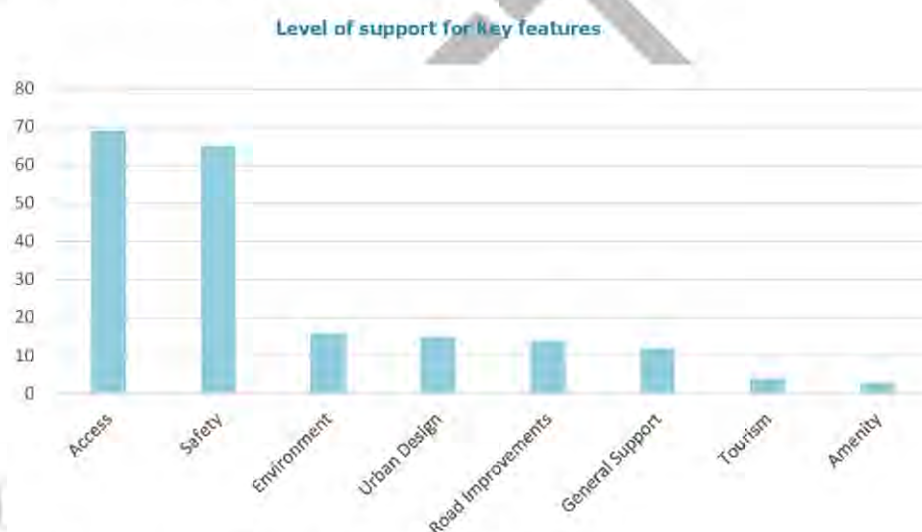


Respondents were asked their area of interest being local residents/landowners of Aldinga Beach, local residents/landowners of the Esplanade, or other. A total of 52% of survey respondents were from the general Aldinga Beach area, and 27% lived or owned property on the Esplanade. Those who lived in the broader Aldinga Beach area were more likely to support the plans, with 84% supporting the plans. Whilst those who lived on The Esplanade were less likely to agree with the plans, general support was nevertheless still evident (60%).



BEST FEATURES OF THE DRAFT CONCEPT

A total of 215 comments were made on the most important features of the draft concept design and these focused on nine key areas, with the most commonly raised being: access, safety, environment, urban design, and road improvements. Of particular interest is the very strong focus on access and safety, particularly when compared with other issues. It was clear that access and safety were considered the most important features of the design by a significant number of respondents.



ACCESS (69 comments) & SAFETY (65 comments)

Because the issues relating to access and safety were so intrinsically linked for respondents, these comments have been analysed together.

The most commonly cited best aspect of the draft concept was that it improved pedestrian and cycling accessibility and safety. Creating safer, easier and more open access to beach for the community was by far the most popular feature of the draft concept.

Inclusive access for all – including people with disabilities, families and grandparents with children, owners with pets, and making the footpaths wide enough so that prams

can access it and a couple with a pram can walk side by side – were considered standout features.

A total of 12 respondents felt that formalising the paths would make this area of the coast available to everyone. It was felt that currently, facilities provided for walkers only - not baby strollers, bicycles, or the elderly or the young.

Families with young children saw the shared use path as a safe cycling facility in an area they would not normally be able to access due to safety concerns of being on the road.

A total of four respondents considered that the draft concept achieved people friendly access to beach and protected the coastal environment by formalising access.

ENVIRONMENT (16 comments)

The draft concept was considered by 16 respondents to be an improvement to the management of public access to the coastal area whilst protecting the natural environment. Promoting the natural status of the area was considered to be important because its popularity is associated with its underdeveloped and non-commercial nature, which was considered to be a long-term priority.

The minimal impact on the existing scrub, dunes area, flora and fauna generally was supported with one respondent in particular commenting that 'if we don't provide reasonable access to people, we will continue to see some visitors make their own pathways through the conservation area from their house'. Fencing and access control to protect vegetation, dunes and cliff top, together with the improved protection and restoration of remnant vegetation on foreshore area were supported.

URBAN DESIGN (15 comments)

Visually beautifying the area, and complimenting the views and ambience of the area was cited by 15 respondents as a feature they like best about the draft concept. Features of urban design listed as improvements included the landscaping, particularly its neater landscaped effect along the foreshore. Improved appearance due to the coastal fencing was also identified as an urban design improvement. The shaded seating area, public art and improvement at the Aldinga Beach car park shelter and BBQ area

were also considered improvements. The importance of selecting appropriate plant species for the local area was also raised.

ROAD IMPROVEMENTS, DESIGN AND WIDENING (14 comments)

A total of 14 comments nominated road improvements road safety, improvements and widening as a best feature of the draft concept.

TOURISM (4 comments)

It was considered by four respondents that improvements would bring visitors to the area and be a draw card internationally to the 'fabulous' southern beaches. Creating a strong impression and projection of the community to events such as Tour Down Under was also seen as a benefit.

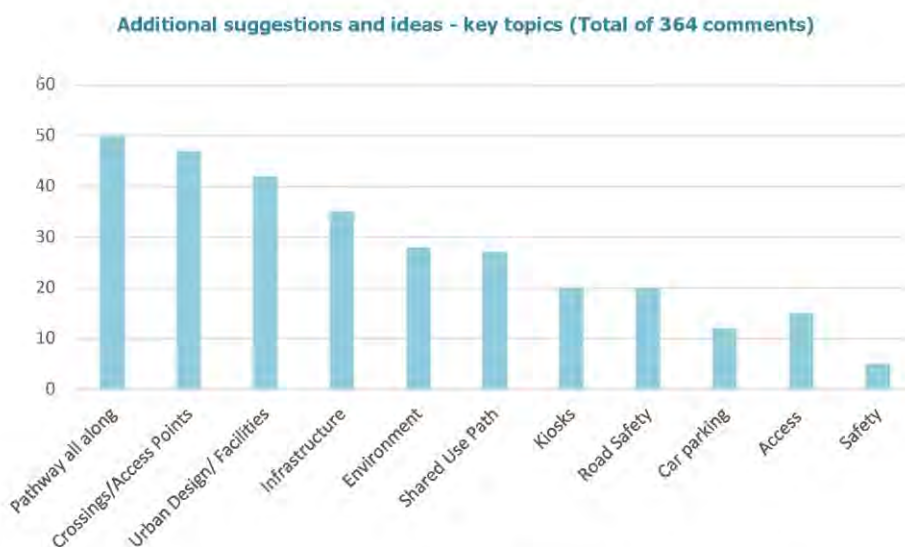
AMENITY (4 comments)

Four respondents specifically felt that the draft concept had the right balance of improvements whilst being sympathetic to the local 'feel' of Aldinga.

ADDITIONAL SUGGESTIONS AND IDEAS

A detailed analysis of the comments received indicated a variety of ideas, suggestions and potential concerns with the plans and the implementation of the project and these are discussed below. Across the 199 responses to the survey, as well as from emails and doorknocking a total of **364** comments were made focussing on 12 key areas, with the most commonly raised being: having a pathway all along the esplanade, access points, urban design and facilities, environment, kiosks, and movement and the shared use path.

A verbatim list of all comments received is included in Appendix C.



SAFE PATHWAYS/ACCESS THROUGH WHOLE SECTION (50 comments)

A total of 50 comments were received about the safety of the whole section in particular the Lower Esplanade for pedestrians and also for cyclists and motorists and the need to have more pathways or a safe passage all the way along the foreshore area.

It was commented that the draft concept did not address what many consider the most dangerous section of area. There were safety concerns for children getting to school buses, elderly cyclists and people accessing the beach. Two respondents in particular did not think it was worth progressing with a piecemeal plan and would prefer to see the draft concept deferred until budget was available to create a solution along the entire stretch and it was felt that more thought and planning is needed for the Lower Esplanade.

The issue of the narrowness of some sections of the Lower Esplanade was also raised in a meeting with the Aldinga Bay Business and Tourism Association and the importance of this section for multiple purposes, everyday use and emergency service use was seen as a reason for potentially adopting a 'bolder engineering approach'.

CROSSINGS & ACCESS POINTS (43 comments)

A total of 43 comments were received around the proposed access points. Comments raised included:

- Concerns around the safety of the proposed beach access points due to their location on bends, and narrowness of road when they are large groups crossing or at busy times (9 comments)
- Keeping existing beach accesses and the need for improved pedestrian access – particularly for young children – to the beach from the existing beach access opposite Wurlie Road. These accesses are the most use accesses by locals and people staying at the campground (16 comments)
- Safety of cycle crossing points and interaction with road when shared use pathway ends (5 comments)

URBAN DESIGN/ FACILITIES (27 comments)

Comments around urban design included further enhancing the draft concept with additional facilities and urban design. Ideas included:

- Picnic areas
- Bins
- Exercise equipment
- Seating
- Dog facilities
- Shelters
- Bird hides
- Extra toilets/upgraded toilets
- Extra showers.

INFRASTRUCTURE (37 comments)

A total of 37 comments were received regarding infrastructure in particular removing the stobie poles along The Esplanade, 16 of these were from people who live on the

Esplanade. It was commented that it was a lost opportunity to undertake the draft concept and not improve the landscape by removing stobie poles and this issue was also reflected during doorknocking of Esplanade residents.

Whilst most comments were regarding the visual impact of stobie poles, the pole on corner opposite Wattle Avenue adjacent bus stop was considered a safety hazard.

Improved lighting and security cameras along the Esplanade was also cited as an improvement that could be made.

ENVIRONMENTAL AND CULTURAL IMPACTS (35 comments)

Perceived environmental impacts of the draft concept were a concern for 35 survey and email respondents who saw that aspects of the draft concept such as the pathways, road widening and boardwalk would have an unacceptable impact on sensitive dunes, vegetation or fauna.

Concerns about the potential environmental impact of the path west of the dunes between Wattle Avenue and Norman Road were also raised at the community information session predominantly in relation to perceived impacts on the dunes. Attendees at the session were also concerned about the impacts of runoff on the dunes from the proposed concrete surface.

A concern was also raised by one survey respondent that the draft concept could result in an increase to the visual pollution along the foreshore due to signage.

SHARED USE PATH (42 comments)

Although improved pedestrian and cyclist safety was considered by respondents as one of the best features, 42 respondents had concerns about its location, design and/or safety aspects. Both support and opposition was indicated by members of the Aldinga Bay Business and Tourism Association and this issue was also the subject of a petition containing 34 signatures from 26 households, and letters to staff and the Mayor, most of whom also submitted a survey response.

A total of 17 respondents raised potential safety concerns around the interaction of the shared use path with the boat ramp, car park and surf lifesaving club, particularly in relation to collisions between various shared use path users in front of the club. This

concern was also raised by a few of the emails, within the petition, and at the information session. Discussions with the surf lifesaving club however indicated that these issues could be addressed via design measures to slow high-speed cyclists.

There were also a number of other suggestions of how the shared use path could be improved including:

- Managing environmental impact on flora fauna and dunes
- Addressing potential impacts on the 'laid back' informality of the area
- Consideration for where the shared use path meets up with the road again
- Suggestions to reroute that pathway around the scrub rather than along the coastline
- Using a coloured concrete to match in with the surrounding area, or crushed limestone or gravel.

KIOSKS (20 comments)

Respondents wanted to see the uncertainty around the kiosks resolved with them either being removed or revamped. Having some type of kiosk or café facility was preferable with suggestions that Council could encourage food trucks or movable shipping container kiosks/cafes as an alternative.

ROAD SAFETY (14 comments)

A total of 14 comments were received from survey respondents about potential road safety improvements. The doorknocking of Esplanade residents also identified vehicle speeding and noise as an issue. Potential improvements raised included:

- Widening of the Esplanade along its entire length
- Safety on the Esplanade
- Addition of speed control features such as speed humps
- Upgrade to road safety barriers.

CAR PARKING AND BEACH ACCESS (18 comments)

A total of 16 respondents saw the loss of car parks throughout the area as a drawback of the draft concept. Concerns were raised that reducing the number of car parks would put more pressure on the beach, by encouraging people to park on the sand.

Two respondents commented that some people – particularly the elderly – use car parks to park and enjoy the view and were concerned that the loss of car parks may make it more difficult for them to find a park to do this.

DRAFT

APPENDIX A: AMENDMENTS TO DRAFT CONCEPT DESIGN (NORTH TO SOUTH)

Check sight lines to possibly refine location of proposed bike crossing-point near the Aldinga Beach Boat Ramp
Relocate some bicycle 'sharrow' linemarking to the section of road-widening
Investigate if deletion of landscaping at northern end of proposed Esplanade footpath near Quondong Avenue can reduce proposed carpark-reduction by one space
Check sight lines to possibly refine location of proposed bike crossing-point near Quondong Avenue. For better linkage with Quondong Avenue pedestrians, investigate relocating same to the top of the beach access proposed to be upgraded
Extend the seal of the bike-crossing refuge proposed north of Magpie Avenue in order to aid amenity
Investigate potential for interpretative signage at proposed upgraded Magpie Avenue beach access re history of original structure's construction
Investigate relocation options for the stobie pole at the Wattle/Esplanade corner
In relation to the Esplanade realignment between Magpie Road and Wattle Avenue, investigate if: a) guardrails or equivalent would be required in front of remaining stobie poles due to road coming closer b) guardrails or equivalent could/should be added along proposed kerb-edge of shared-use path
Simplify bus stops to the 2x1.54m at-grade pad required by DDA, thus including deletion of: a) the proposed kerb and b) the proposed retaining wall near the proposed northbound bus stop
Investigate if space at apex of the Wattle/Esplanade corner made available from relocation of the stobie pole and simplification of the bus-pad can be used to: a) provide a larger-radius curve for bus movements b) provide safety bars along road centreline (and extend to join up with those inland) to deter reported 'drifting' c) investigate potential to retain some carparking, in place of the proposed landscaping, in order to keep some scenic convenience-parking, especially for aged people
Landscape section directly behind the existing Wattle Avenue beach access and consider upgrading or adding to the existing seat (noting its current memorial dedication) and/or adding a shelter
Regarding the gravel path between Wattle Avenue and Norman Road and the proposal to upgrade it to a 3m-wide shared-use path with tan-coloured concrete per that of the recently-completed FAP 5 project: a) investigate an alternative pavement-type whose appearance is more in keeping with the natural surroundings b) consider repairing current (or installing new) adjacent fencing, and potentially on the inland side c) consider measures to slow any high-speed cyclists on approaches to the path's intersections with the existing Parrot and Dingo Road walkways d) consider adding measures to slow any high-speed cyclists on approaches to the SLSC
Consider deviating the path alignment immediately north of Norman Road in order to give the proposed zebra crossing further clearance from boat ramp, together with: a) matching alterations to the other side (thus eliminating any interface with any possible future kiosk upgrade) b) a protruberance for the left-in access to the small gravel carpark, possibly incorporating feature walls on both sides
Further investigate detailed alignment options for the long boardwalk south of Norman Road, especially re: a) the preference from the Friends of Aldinga Scrub to 'skirt' the ephemeral lake, rather than go through it b) any interface and implications with the unauthorised foot-track recently closed for environmental reasons, which intersects with the proposed boardwalk alignment
Consider more prominent bike-crossing infrastructure at end of long boardwalk

APPENDIX B: PETITIONS AND DETAILED SUBMISSIONS

A petition with 34 signatures was presented to Council on 3 May 2016. The petition concerned the existing 550m-long gravel path along the foreshore in the vegetated area between Wattle Avenue and Norman Road. It opposed the proposed upgrade of the path to shared use path standards involving some pruning and construction of a 3m wide tan coloured concrete pavement.

Discussions with the head petitioner Mr Richard Abbott revealed he did not support any development at all, largely for environmental reasons.

A petition with 41 signatures was presented to Council on 1 March 2016 requesting reinstatement of an informal walking track connecting the Esplanade to the beach, approximately 100m south of, and parallel to Norman Road. Council resolved not to support this, largely on environmental grounds.

On receiving FAP 6 community engagement material, including information about the proposed 130m long shared use boardwalk to the South of Norman Road Mr Marinelli submitted a letter strongly objecting to what he perceived to be contradictory behaviour by council. In response;

- Council staff met with Mr Marinelli to clarify the significant differences between his requested beach access and the Council proposed boardwalk including the considerably lower quality vegetation present in this location and therefore reduced environmental impact of the Council proposed boardwalk.
- More detailed review of Council's proposed boardwalk was undertaken leading to identification of an alternative boardwalk alignment that would further reduce the environmental impact, cost less to build (given it's shorter length) with potential to benefit the previous petitioners by providing improved beach access.

This recommended alternative boardwalk alignment is illustrated below. The new proposed alignment would be subject of further, additional targeted engagement of directly impacted residents within this location as part of the detailed design phase of this project.

In addition to the petitions, two very detailed resident submissions were received by Council as part of the FAP6 community engagement process.

One submission was sent to Council staff, the Mayor and Elected Members expressing strong views that sealing the existing path would "destroy" the local environment, and that "the area should be kept free from increased human ... impact".

Discussion as part of the public information session also highlighted concerns about the type of pavement proposed in this section as well as potential user conflicts where the path intersects other access points and where it passes in front of the Aldinga Bay Surf Life Saving Club.

A second detailed submission proposed an alternative alignment to the gravel path along the existing Esplanade council road reserve. Council consideration of this option suggest that it would require clearing nearly 1,500m² of intact vegetation, compared to

the minor pruning alongside the existing gravel track proposed in the draft concept design.

With the majority of survey respondents indicating support for the draft concept, it is recommended that the project proceed to detailed design at which time these issues and options can be considered in more detail, as recommended in the body of this report, alongside other more technical engineering and environmental consideration.

DRAFT

APPENDIX C: LIST OF COMMENTS (VERBATIM)

MOST IMPORTANT ASPECTS OF THE DRAFT CONCEPT

ACCESS

1. Road widening on Lower Esplanade 2. Footpath at Silver Sands 3. Improved on road safety for cyclists.

Access - Inclusive for all - including people with disabilities, children, owners with pets so as not to reduce their health and wellbeing. Healthy communities = inclusive access for all = improved health = less spending on health care system!!!

Access is improved by resident and local users and much more 'friendly' for the holiday visitors both day visitors and holiday renters. Addressing pedestrian and bicycle users is a plus for the accommodation sector. We notice increased holiday tenants bringing bicycles, engaging in long walks and runs. An exciting prospect.

Access. Aesthetics, Retention of coastline against sea level rise and 1 in 100 weather events
Additional pathways along foreshore. Improvements to Esplanade roadway. Environmental factors

As mentioned above, it looks as though (and I hope) that the boardwalk/beach access starting on the south side of Magpie Road helps to decrease the current steep incline of the beach access steps just north of Magpie Road.

Attempting to address separation of users for increased safety recreational use and the importance of the lower esplanade corridor. The shared use #5 coloured concrete path from Wattle to Norman road makes this beautiful walk/ride available. Currently is for walking only - no baby strollers, bicycles not suitable for elderly or the young. I'm excited by this aspect.

Better access for public and cyclists but the road width from Morgan Street to Magpie Road is too narrow for cyclists. Also the corner at the junction of Morgan Street and Esplanade is still very dangerous as cars travelling north cannot be sighted. Also we are still waiting (10 years plus) for development of kiosk/cafe at boat ramp. Too slow. Please remove unsightly kiosk asap (reduce graffiti area)

Better footpaths and lighting sounds good.

bike track expansions

Bike track, narrowing the Esplanade road way and widening parts of Lower Esplanade.

Bike tracks and pedestrian access

Board Walks - beach access.

Boardwalk being less steep is good. The widening of road is a very good idea. However keeping the stobie poles is not a good idea

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Boardwalks

Centre line marking should help immensely. The road-widening up to the Emu Road looks tricky. I like the established fenced path in section 6.

Community Safety. Footpath at point 7. Road widening at point 4. Improved provision for cyclists

Connecting the Esplanade with good shared paths through to coastal park

Continuous footpaths/boardwalk between Aldinga boat ramp and Aldinga Surf Club and onto Silver Sands Lower Esplanade in desperate need of footpath.

Easier more open access to beach. Public Art

Facilitating cycling along the foreshore and protection of environment. Some smart investigation to determine levels of car park usage has resulted in ability to widen roads/paths, well investigated.

Good to continue bike path, I believe it would be better suited to stay along the Esplanade. I feel the gravel path suits the area. It would be a lot safer to route the path along the Esplanade.

Family friendly facilities

Fencing to protect vegetation and dunes/cliff top. Pedestrian access. Cycle path (shared). Seems to provide a basis for long term access for this area. use of indigenous coastal species

Footpath between Norman and Loongana have minimal traffic along this section. Walk to beach from Darwalla to access from pathway across from Warramunga daily. Need for 'footpaths' in Silver Sands to be better maintained. Many residents walk to beach and have to walk on road as footpaths in poor condition. Track from Surf club to Magpie Road a good idea as an alternative walk when tide in or 'sand blasting' conditions

Footpath on beach side of Esplanade, section 7 (Silver sands). Improved access to the beach

Footpaths/bicycle paths and bicycle crossings landscaping along paths.

Good points being the upgrade of the existing track between Wattle ave and Norman rd. Although to go around the SLSC would be a better option. The front lawned area of the SLSC is constantly used for access by club vehicles, members and the general public. It is well used for club activities and a general meeting area not just for club members but for the general public as a whole. The proposed path crossing at the top of the Silver Sands ramp is too close to the beach and should be relocated to approximately the eastern edge of the C.R. Eatts reserve. Furthermore a footpath on Norman rd adjacent to the scrub between the Esplanade and the car park is desperately needed, as it is becoming increasingly more dangerous to access the beach down this section of road.

Having walkway shared use near beach, not on road near and through to SLSC as roads is not wide enough to accommodate cyclists.

I agree with the intent to provide a shared use path along the lower esplanade. However, the proposal from Magpie road to Wattle Avenue is a poor compromise. The move of the road east which stops just before the road turns east is unworkable. This is because there is a stobie pole on the NE corner of the road. In essence the section of road is moved east for a short section which will create a 'chiquane' in the Esplanade

I am also a cyclist, so improving the space for bicycles is a positive SH038

I believe the path is a rather important feature but i think while in construction is underway the stobie poles on the esplanade should be knocked down to create attraction the the area

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I like all the overall plan. More shared footpaths, wooden decking and stairs to the beach

Impetus for the plans seems to come from encouraging cyclists. Getting them off the existing roads is desirable, but they should be subject to speed limits etc on shared use paths. We support the path between Magpie to just past Norman Road. We support minimum interference/minimum cost approach. We appreciate that the planners do seem to understand that there really is no need for new work to be done past Warramunga because of negligible traffic.

improved access for people/prams – footpaths

Improved footpaths

improved footpaths and beach access. Boardwalk improvement. General comment - improved pedestrian safety and use of beach and boardwalks - all look great

Improved foreshore access for a wider group of people (wheelchair, strollers etc). Improved road safety by widening and at crossings. Environmental sensitivity.

Improved management of public access to the coastal areas whilst protecting the natural environment

Improvement of bicycle and pedestrian access protection of reserve and vegetation

Just put in a bicycle/shared path along road between Aldinga ramp to Wattle Avenue. We don't need more single lane race tracks. Keep it simple. The old roads got character. You've proven you can't do stuff without putting our rates up despite all the new ratable house/property so go and fix something else and save \$\$\$\$

Landscaping - this is good, seems to be a high priority. Good pedestrian access, I feel this is important for safety

Like shared use path between Magpie and Norman roads. Like the idea - landscaping with indigenous/native plants, boardwalks, improved pedestrian crossings. SH009

Lower Esplanade - road widening and shared path. Improved safety for cyclists. Section 5 - replacing 550m of gravel track. treatments in vicinity of Magpie Road.

The bike/walking path from Aldinga ramp to Port Willunga is great. The new ramp/boardwalk at Aldinga is great too - avoiding the dangerous corner that does need widening.

I think the increased number of people using the foreshore needs to be considered for the summer periods when it is in most demand. Widening of roads, shared paths, boardwalks are all requirements necessary for this development.

Making the footpaths wide enough so I can walk with my husband and push a pram. So we can walk together side by side NOT behind each other.

Pedestrian access and crossing. Upgrade and Aldinga Beach boat ramp - landscaping, art

Pedestrian safety - footpaths should be all the way along the Esplanade not just in certain locations

People friendly access to beach while protecting coastal environment

Recognizing some of Aldinga Beach's needs. I like the #5 shared use coloured concrete path. Wattle avenue to Norman Road. This would encourage use by pram pushers, the elderly, bikes and leisure walkers.

Safety of foot traffic along foreshore. Protection of sand dunes and Aboriginal sites. Upgrading of designated car parking. Upgrading of existing beach access for pedestrians and cyclists. Proposed road widening and landscaping. Interpretative signage of flora and fauna and area history

Shared paths are very successful in Perth and Melbourne, have used them many times on regular holidays particularly Perth. Provides access to everyone regardless of age, disability etc. Without the development, many areas are inaccessible including the beach. I like the planned use of existing rough path from the Surf Club, in spite of the vocal opposition on Saturday by a few. Regularly walk this path with my dog. I like that we are impacting minimally on existing scrub. If we don't provide reasonable access to people, we will continue to see some visitors make their own pathways thru the conservation area from their house.

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That improvements to foreshore are being implemented long past when needed. Attempt is being made to have bike/walking path

The bike/walking path from Aldinga ramp to Port Willunga is great. The new ramp/boardwalk at Aldinga is great too - avoiding the dangerous corner that does need widening.

The boardwalk and also the road widening for cyclists

The boardwalk and beach access becoming less steep is great. Safety via widening of the pathway is very good. Retaining stobie poles instead of replacing them with light poles is stupid and short sighted.

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The Lower Esplanade as it currently presents is unsafe for pedestrians/bicycles and motor vehicles as a mix. Any road widening is a plus. Board walks are user friendly and a modern necessity. Bicycles are here to stay and both pedallers and motor vehicles require consideration for co-habiting on the Esplanade with safety for both parties.

The most important feature of the draft concept plan appears to be the continuation of the State Governments plan to have a recreational shared path for cyclists and pedestrians along as much of the coastline in SA as possible, and if the public can be educated to use this it will improve safety and not be so frustrating for motorists. The centre road line will be an advantage to all road users providing cyclists do not ride too many abreast

The path but you might as well take down the light poles

The pedestrian path is most essential not so much the cycling. Please do it.

The shared pathway and the more appealing looking fencing along the Esplanade. A neater landscaped effect along the foreshore is also beneficial to the appeal of the area so planting is extremely important to this. Additional parking and play areas for kids is also beneficial.

The shared use path linking the Magpie Road junction and the Esplanade north of Warramunga road. Improved safety for cyclists.

What our beach line needs, access, safety, cycle, prams, walking, view along the coast line a foreshore access through to top of Sellicks, as proposed several years ago. Visitors 'walkers' bringing to area (another Heyson trail) with stop offs and accommodation that already exists.

Do it. Ex politicians wife

Widening road, improving paths boardwalks from esplanade to beach.

Yes I do not believe that the surface of the track (5) Wattle Avenue to Norman Road should be changed to a concrete path. A surface like the streets in the scrub eg Dingo or Parrot Road would be more suitable.

SAFETY

1. Road widening on Lower Esplanade 2. Footpath at Silver Sands 3. Improved on road safety for cyclists.

All features are important given that they are consistent and a continuation of Stage 5. However, for me the 3m sand coloured concrete path that is shared is the stand out for this multi-purpose usage. the landscaping design and selected plants is also vitally important to represent the indigenous environment. Overall, I think it is a necessary design for safety and succession of visitors.

Bicycle and pedestrian safety along the Esplanade

Board Walks - beach access. We need a footpath from the ramp area on the lower esplanade to the Wattle Avenue area. eg quite dangerous to walk along the road to the bus stop or to ride a bike. The road is narrow and hilly in one section

Boardwalk to Norman Road from Silver Sands. Connecting Aldinga Beach to Silver sands will enhance the area. Safety aspect - keeps pedestrians away from road. Improves beach for investment property

Car and bike safety. Too dangerous for bike riders on lower esplanade and too frustrating for drivers

Community Safety. Footpath at point 7. Road widening at point 4. Improved provision for cyclists

Cycling safety improvements

Ensuring the environment is considered in the boardwalk. Cyclists safety along the narrow road.

Family friendly, safety for grandkids on pushbikes (area 4 & 5). We have a property on Acacia Avenue.

Footpaths, Coastal fencing. Improved on-road safety for cyclists.

Having watched the progressive development over several years I think that the latest Stage 6 concept design is excellent and will be a significant improvement to the Foreshore, and very much improves pedestrian accessibility and safety aspects.

I live here and am a cyclists/walker. On the whole the upgrade so far are beneficial and provide greater safety for walkers/cyclists to access Aldinga Beach. However, irrelevant signs and building debris should be removed.

If you put a footpath in. On more than one occasion children have nearly been run over!. Please look at putting on in from Magpie and extend to Aldinga Beach Boat Ramp.

Improved bike rider safety

Improved safety for cyclists and pedestrians

Improved safety for cyclists. Boardwalks

Improved safety for pedestrians and cyclists is a priority. Protecting the native vegetation is also important as is the aesthetics of any proposed work.

Improved safety for pedestrians in some areas

Improved walking and cycling paths with protection from cars on road. Improved protection and restoration of remnant vegetation on foreshore area.

Improved walking paths. Improved appearance - coastal fencing etc

Improving safety of cyclists along Esplanade especially at rises

Increased safety, especially for pedestrians and cyclists.

Joining Norman Road to Upper Esplanade for both walkers and cyclists would be a brilliant idea. At times the beach is not suitable to walk on or cycle on. It is dangerous to walk with a pram along the Lower Esplanade, a new footpath would make mums with prams life more safer and safer for young children

Lower Esplanade - road widening and shared path. Improved safety for cyclists. Section 5 - replacing 550m of gravel track. treatments in vicinity of Magpie Road.

Making section 2 and 3 safe for cyclists

More room for pedestrians and bikes

Pedestrian safety/paths. Cyclist safety/ You need to be careful how the shared use path for cyclists re-enters the road.

People can enjoy the views/walks in a safe car free area. increased safety for bike riders and pedestrians. Visually beautifying the area, complimenting the amazing views.

Regular access to beach/foreshore. Amateur cyclists but a willing rider on 'off-road' cycling paths, not confident to ride on road and this is a deal-breaker that limits how much I cycle locally.

Road widening in front of 215-216 to make it safer for cyclists going up the south bound road towards Emu road. Esplanade to Warramunga road to Loongana road - with footpaths on western (beach) side and improved safety for cyclists and line marking.

Safe access for bikes and walkers/runners for the young and old. It is imperative City of Onkaparinga make the beach areas the most user friendly to encourage tourism and events. It is a unique area and needs to be competitive and equal if not better to the East Coast.

Safe access to the beach for pedestrians, and protecting the surrounding environment with the coastal fencing .

Safe access to the beach from residences, conservation of sand hills, coastal vegetation, great north-south access from Magpie Road to Loongana Road

Safe bicycle and pedestrian access and facilities.

Safe for Walkers/Bicycles

Safer access to beach by locals on foot or bicycle or emergency vehicles will be great. Better lighting. Will be glad to see an improvement at the Aldinga Beach car park shelter and bbq area - so neglected. Please remove old building and replace with new or just remove it. Fences along certain areas for safety will be appreciated

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Safety

Safety and convenience for residents and visitors alike with the added benefit of optimising this scenic outlook that should and I believe in the future be a draw card internationally to our fabulous southern beaches

Safety and how we project ourselves to the world eg bike race

Safety for all as out children play ground and toilets is a very busy area.

Safety for cyclists and pedestrians

Safety for cyclists and pedestrians (to lesser extent) who use Esplanade is a priority. Boardwalks and beach access to protect environment important

Safety for pedestrians

Safety for pedestrians/cyclists is greatly improved, particularly between Wattle Avenue to Maggie Road which is hazardous at present. Also it looks as though the access to the beach near Maggie Road is going to be not as steep as it currently is, which is very good for those that find the current incline too steep (if that is indeed the case).

Safety is number 1 to all people whether it be vehicles, buses, cyclists or pedestrians (before some one gets killed)

Safety of foot traffic along foreshore. Protection of sand dunes and Aboriginal sites. Upgrading of designated car parking. Upgrading of existing beach access for pedestrians and cyclists. Proposed road widening and landscaping. Interpretative signage of flora and fauna and area history

Safety. Sensitivity to the natural environment. In my view SAFETY, INDIGENOUS ASSETS/VALUES and the SIGNIFICANCE of the environment within the work zones. I do think very highly of our community's safe access throughout our City and the ability for us to enjoy, improve and increase the value of our environments. I love living (25yrs) in the City of Onkaparinga and really value the work that is being done to enable us as residents to be active and out within our community with safety. There are several very significant Indigenous areas within the work zones, some sites are identified some sites are not. It is of utmost importance to retain the integrity of these natural and culturally rich areas. Non disturbance is a significant way to retain culture. The particular nature of the vegetation in the work zones and the impacts of the works is of great concern to me. Some species are unavailable for replacement (cannot be propagated) and due to their being so very few examples of these vegetation associations within our City this, in my view, is a top of the list consideration when any works are undertaken within these zones. My key zones of concern are zones 2,3, 5 and 6.

Section of road Lower Esplanade is already too narrow for cars and cyclists. Careful consideration needed to protect car users as well as cyclists. Needs walking/cycling track in this section.

The crossing. Better access to the beach. Safer bike passage for the length of the lower esplanade.

The linking of the foot traffic access to the beach safely (plus cyclists if they care to use the shared space). That we are being advised in advance and feedback being sought

The Lower Esplanade as it currently presents is unsafe for pedestrians/bicycles and motor vehicles as a mix. Any road widening is a plus. Board walks are user friendly and a modern necessity. Bicycles are here to stay and both pedallers and motor vehicles require consideration for co-habiting on the Esplanade with safety for both parties.

The lower Esplanade is in desperate need of upgrading as cyclists, it is extremely dangerous to ride along this part of the foreshore. The road is very narrow and there is no-where to get off the road and out of the way of traffic. Work needs to start ASAP

The proposal will improve and enhance as well as protect the priceless Aldinga Beach foreshore and coastal dunes. The area is an increasingly popular recreational space and balancing the needs of the public as well as the environment through this proposal demonstrates responsible governance. The strengths in the plan include improved safety and access integrated with the natural environment. The road is so narrow - not much wriggle room. The plan has made the most of the encumbrances. Great job.

The safety of pedestrians along the Esplanade, north of Magpie Road, must be addressed. Consideration of pedestrian safety is paramount in this section of road. Council needs to address the construction of a 1.2 m (minimum) footpath for pedestrians along the eastern side of the road, even if it means that a number of driveways need to be regarded. The plan appears to attempt to address the concerns of cyclist, most of whom will continue to use the road. No options were presented in the published material, even though several alternative concepts were apparently considered by Council officers.

The shared use path and improvements made for cyclists will make it safer and more accessible to cyclists/walkers/runners etc

The shared use path linking the Magpie Road junction and the Esplanade north of Warramunga road. Improved safety for cyclists.

The walkaway along the coast to the surf club is a good idea for safety and convenience. We definitely need bike access along that whole stretch of Aldinga esplanade and Lower Esplanade as currently it is very unsafe. Plus as a pedestrian you can not even walk along the section safely which is crazy as its the most beautiful walk in SA!

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User safety

We believe any efforts to improve safety for pedestrians (children in particular) cyclists and motorists is a positive. The City of Onkaparinga is to be congratulated on efforts to improve the foreshore from Pt Willunga to Aldinga Beach in recent years. This appears to augment that progress/process.

Will improve access to beach and safety when walking the short distance along the Esplanade.

Will improve the quality of walk to the Surf Club

AMENITY

Call me 'Old fashioned' but its hard to know when 'progress' starts to outweigh the wonderful 'feeling' of this region, which we have enjoyed for decades. The foreshore is feeling more and more like the Gold Coast, and is fast losing it's appeal, especially to the 'locals' and is catering more for the city visitors, such a shame..... However, please try and be sympathetic to the local aged 'feel' of Aldinga!

The upgrade proposed are of great improvement to the overall amenity

Access. Aesthetics, Retention of coastline against sea level rise and 1 in 100 weather events

ENVIRONMENT & COASTAL PROTECTION

Improved management of public access to the coastal areas whilst protecting the natural environment

Access. Aesthetics, Retention of coastline against sea level rise and 1 in 100 weather events

Ensuring the environment is considered in the boardwalk. Cyclists safety along the narrow road.

Fencing to protect vegetation and dunes/cliff top. Pedestrian access. Cycle path (shared). Seems to provide a basis for long term access for this area. use of indigenous coastal species

People friendly access to beach while protecting coastal environment

Protecting the environment (hooded glover) and cultural heritage

The proposal will improve and enhance as well as protect the priceless Aldinga Beach foreshore and coastal dunes. The area is an increasingly popular recreational space and balancing the needs of the public as well as the environment through this proposal demonstrates responsible governance. The strengths in the plan include improved safety and access integrated with the natural environment. The road is so narrow - not much wriggle room. The plan has made the most of he encumbrances. Great job.

Ecology is of greatest importance The plan appears to have minimal impact on the dunes area and flora/fauna.

Presenting natural status of this area. It is popular because it is not commercial or overdeveloped. This must continue to be a priority, long term.

Minimal impact on natural scrub and environment. Need separate paths for bikes, prams, wheel chairs, gofers will not be able to go on sand so need paths as an alternative to roads and beach. Put in some shelters, put in some bird hides and put in some seats.

Shared paths are very successful in Perth and Melbourne, have used them many times on regular holidays particularly Perth. Provides access to everyone regardless of age, disability etc. Without the development, many areas are inaccessible including the beach. I like the planned use of existing rough path from the Surf Club, in spite of the vocal opposition on Saturday by a few. Regularly walk this path with my dog. I like that we are impacting minimally on existing scrub. If we don't provide reasonable access to people, we will continue to see some visitors make their own pathways thru the conservation area from their house.

Fencing to protect vegetation and dunes/cliff top. Pedestrian access. Cycle path (shared). Seems to provide a basis for long term access for this area. use of indigenous coastal species

Improvement of bicycle and pedestrian access protection of reserve and vegetation

Additional pathways along foreshore. Improvements to Esplanade roadway. Environmental factors

Protecting the scrub in that area but making sure that the beach is accessible

Improved safety for pedestrians and cyclists is a priority. Protecting the native vegetation is also important as is the aesthetics of any proposed work.

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MINIMUM INTERFERENCE/MINIMUM COST APPROACH

Impetus for the plans seems to come from encouraging cyclists. Getting them off the existing roads is desirable, but they should be subject to speed limits etc on shared use paths. We support the path between Magpie to just past Norman Road, We support minimum interference/minimum cost approach. We appreciate that the planners do seem to understand that there really is no need for new work to be done past Warramunga because of negligible traffic.

PROCESS

The linking of the foot traffic access to the beach safely (plus cyclists if they care to use the shared space). That we are being advised in advance and feedback being sought

ROAD IMPROVEMENTS

Lower Esplanade - road widening and shared path. Improved safety for cyclists. Section 5 - replacing 550m of gravel track. treatments in vicinity of Magpie Road.

Centre line marking should help immensely. The road-widening up to the Emu Road looks tricky. I like the established fenced path in section 6.

Bike track, narrowing the Esplanade road way and widening parts of Lower Esplanade.

Boardwalk being less steep is good. The widening of road is a very good idea. However keeping the stoby poles is not a good idea

Safety of foot traffic along foreshore. Protection of sand dunes and Aboriginal sites. Upgrading of designated car parking. Upgrading of existing beach access for pedestrians and cyclists. Proposed road widening and landscaping. Interpretative signage of flora and fauna

and area history

The fact that the new features are not at the expense of current roads and in fact widen some parts

Road widening safety for bike and pedestrian with a designated bike and walkway.

The bike/walking path from Aldinga ramp to Port Willunga is great. The new ramp/boardwalk at Aldinga is great too - avoiding the dangerous corner that does need widening.

The Lower Esplanade as it currently presents is unsafe for pedestrians/bicycles and motor vehicles as a mix. Any road widening is a plus. Board walks are user friendly and a modern necessity. Bicycles are here to stay and both pedallers and motor vehicles require consideration for co-habiting on the Esplanade with safety for both parties.

Widening road, improving paths boardwalks from esplanade to beach.

The boardwalk and also the road widening for cyclists

1. Road widening on Lower Esplanade 2. Footpath at Silver Sands 3. Improved on road safety for cyclists.

Community Safety. Footpath at point 7. Road widening at point 4. Improved provision for cyclists

Lower Esplanade - road widening and shared path. Improved safety for cyclists. Section 5 - replacing 550m of gravel track. treatments in vicinity of Magpie Road.

SUPPORT

Great idea, but not at the expense of road safety.

Looks quite good

All meet with our approval

All features are important given that they are consistent and a continuation of Stage 5. However, for me the 3m sand coloured concrete path that is shared is the stand out for this multi-purpose usage. the landscaping design and selected plants is also vitally important to represent the indigenous environment. Overall, I think it is a necessary design for safety and succession of visitors.

I like all the overall plan. More shared footpaths, wooden decking and stairs to the beach

The proposal will improve and enhance as well as protect the priceless Aldinga Beach foreshore and coastal dunes. The area is an increasingly popular recreational space and balancing the needs of the public as well as the environment through this proposal demonstrates responsible governance. The strengths in the plan include improved safety and access integrated with the natural environment. The road is so narrow - not much wriggle room. The plan has made the most of the encumbrances. Great job.

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The whole beach front upgrade is fantastic. Can you upgrade beach access and planting all along. ie from Port Willunga to Snapper Point to Morgan Street, The whole beach area is worth doing. Keep up the good work.

Ok good

We live on the corner of the Lower Esplanade and Sheoak Avenue. We are broadly supportive of the plan but regret the look of a footpath along the Lower Esplanade which makes it unsafe for young children and older people.

Looks good. Balance between existing environment and providing good access/facilities is important

The foreshore road provides the only access for residents of the 'scrub' area where we live and any improvements to that access will be good

TOURISM/ VISITORS

Safety and how we project ourselves to the world eg bike race

Landscaping and open space/Stage 5/stage 6 most of all them are quite important for community and visitors bringing more people to Aldinga Beach

What our beach line needs, access, safety, cycle, prams, walking, view along the coast line a foreshore access through to top of Sellicks, as proposed several years ago. Visitors 'walkers' bringing to area (another Heyson trail) with stop offs and accommodation that already exists. Do it. Ex politicians wife

Safety and convenience for residents and visitors alike with the added benefit of optimising this scenic outlook that should and I believe in the future be a drawer card internationally to our fabulous southern beaches

URBAN DESIGN/FACILITIES

Pedestrian access and crossing. Upgrade and Aldinga Beach boat ramp - landscaping, art

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The shared pathway and the more appealing looking fencing along the Esplanade. A neater landscaped effect along the foreshore is also beneficial to the appeal of the area so planting is extremely important to this. Additional parking and play areas for kids is also beneficial.

Overall design will enhance the amenity of the area.

All features are important given that they are consistent and a continuation of Stage 5. However, for me the 3m sand coloured concrete path that is shared is the stand out for this multi-purpose usage. the landscaping design and selected plants is also vitally important to represent the indigenous environment. Overall, I think it is a necessary design for safety and succession of visitors.

Safety of foot traffic along foreshore. Protection of sand dunes and Aboriginal sites.
 Upgrading of designated car parking. Upgrading of existing beach access for pedestrians and cyclists. Proposed road widening and landscaping. Interpretative signage of flora and fauna and area history

Landscaping - this is good, seems to be a high priority. Good pedestrian access, I feel this is important for safety

Landscaping and open space/Stage 5/stage 6 most of all them are quite important for community and visitors bringing more people to Aldinga Beach

The shared pathway and the more appealing looking fencing along the Esplanade. A neater landscaped effect along the foreshore is also beneficial to the appeal of the area so planting is extremely important to this. Additional parking and play areas for kids is also beneficial.

Footpaths/bicycle paths and bicycle crossings landscaping along paths.

Easier more open access to beach. Public Art

Pedestrian access and crossing. Upgrade and Aldinga Beach boat ramp - landscaping, art

Improved safety for pedestrians and cyclists is a priority. Protecting the native vegetation is also important as is the aesthetics of any proposed work.

Improved walking paths. Improved appearance - coastal fencing etc

OTHER

KEEPING THE PATH AWAY FROM HOMES.

Stage 1 looks good. But that's about it.

IMPROVE OR CHANGE

ACCESS

Extend exiting paved path on Southern Side of Wattle Ave to past Magpie Ave

improve existing dirt footpaths on Normal Rd

relocate footpath in section 7 to the eastern side of the Esplanade

A change we would like to see to this design is an additional footpath along Norman Road from the Esplanade to the beach. When there is a lot of traffic accessing the beach from Norman Road it is very unsafe for pedestrians to walk, foot traffic has already worn a path.

Boardwalks near stage 5 areas to Silversands

Confirmation that there will be a footpath access from Norman Road to Upper Esplanade

Footpaths extended as noted above

If you put a footpath in. On more than one occasion children have nearly been run over!. Please look at putting on in from Magpie and extend to Aldinga Beach Boat Ramp.

Lack of a north-south backing path along Lower Esplanade to Magpie Road, Lost opportunities - the viewing platform at the end of Upper Esplanade and a connection fenced walking trail to Emu Road is a possible solution and offers brilliant views of coast, hills and valleys. Lost opportunity to point walkers to other walking opportunities eg. the Aldinga Scrub at Quondong Avenue. The washpool at Loongana road - simple signage can achieve this.

No indicators of Disability access options which is discriminatory planning in today's world

Norman road needs a footpath from the ramp to east side past the houses.

Decrease in parking spaces given increase in Aldinga's population and invasion of holiday makers on weekends and holiday periods is not good forward planning

Has not been thought through. This whole plan does not make sense to the safety and easy bike access. Redo the draft - consider the danger of road and impact on remaining scrub. Section 5 and 4 are ridiculous unnecessary and expensive solutions to take planning along Acacia for bike track,. SH101

Put in a decent bike path with access to the beach at various points - not along the very narrow Esplanade. SH103

as above, always dangerous with cars at 50km/hr in summer people pushing prams kids with boards etc. A path is needed still between Magpie and Wurlie. SH113

- furthermore, Kestrel terrace is not accessible all the way through to Magpie road. Quondong Avenue is not a safe option for pedestrians, especially when walking dogs and children, elderly and disabled to the Esplanade.

Pay particular attention to pedestrian safety from cars and cyclists at both the boat ramp and Norman Avenue intersections (chicanes etc)

ACCESS POINTS

Also look into safe beach access for visitors from the Aldinga Holiday village to safely access the beach

The proposed design at the corner of the Esplanade and Wattle Avenue needs considerable further refinement.

Current track through the foreshore reserve and associated stairs to the beach, opposite Dingo Road and Parrot Road, will be retained

Existing beach access stairs should be upgraded and linked with pedestrian crossings

Have another beach access point between Wurlie & Magpie Rd to cater for people living and staying in this section who have dangerous walk with no footpath to reach exiting steps.

Highly used beach access point for residents and school kids staying at Aldinga Beach caravan park needs to be upgraded and safer

Need for the bicycle crossing sign to the south of Quondong Avenue

Need for the proposed boardwalk /stairs adjacent to Magpie Road

Norman Rd Beach access: issue with concrete walkway too close to beach access – cars drive up from beach fast

Proposed bicycle crossing to the north of Magpie Road, I suggest that there is no need for such a facility

Safety of cycle crossing in Section 3

Aldinga Beach boat ramp and car park - pedestrian crossing could be dangerous places on a bend, might be better and the top of the hill connecting into existing pedestrian paths.

Also bicycle crossing at boat ramp is on a dangerous curve where visibility is poor

As regular residents of 'Boomerang Avenue' we find that people living in Treasure/Boomerang/Redgum/Sheoak and Kestrel - together with many of the people staying in camp accommodation of the East of the scrub, tend to use the pathway to the beach which is adjacent to Wurlie Road. We note that it is not marked on the map. it is a very popular access and we would hope that it is retained and on funds are available it should be also upgraded as intended for Magpie and Quondong.

Better access for public and cyclists but the road width from Morgan Street to Magpie Road is too narrow for cyclists. Also the corner at the junction of Morgan Street and Esplanade is still very dangerous as cars travelling north cannot be sighted. Also we are still waiting (10 years plus) for development of kiosk/café at boat ramp. Too slow. Please remove unsightly kiosk asap (reduce graffiti area)

Better access for public and cyclists but the road width from Morgan Street to Magpie Road is too narrow for cyclists. Also the corner at the junction of Morgan Street and Esplanade is still very dangerous as cars travelling north cannot be sighted. Also we are still waiting (10 years plus) for development of kiosk/café at boat ramp. Too slow. Please remove unsightly kiosk asap (reduce graffiti area)

Bicycle crossing placement - section 2 Esplanade poses risk/danger being positioned on curve section of road with on coming traffic. Choice of position is poor planning

Bike and walking track should be on eastern side of road from Magpie to corner where bus stops no need to road to be widened.

Comment is made about providing access for bikes to/from the beach, along the Esplanade. Such access is an unnecessary expense given that access is readily available at the two ramps.

Ensuring the steps/access to the beach at the corner of the Esplanade (in front of Wattle Avenue) are retained. Dev drawing number 4.

Having ridden south from the ramp, no-one is going to get off to cross, they will continue down and either turn left to Wattle avenue or then cross to track through reserve, they are not going to cross and stop twice.

I am concerned about the location of your cycle crossings. With a wider road down to the boat ramp comes an element of higher speeds down that sweeping bend. Motorists are required to survey a car park, the ramp, the toilet. Your design places the cycle crossing in the mix of conditions. North bound vehicles could well see it as a further distraction as they approach this demanding set-up. The Silver sands crossing is also placed right at the bend (section 6). Could it be linked to the walkway to the beach just south of Warramunga Road?

I have concerns about the safety at the corner of Wurlie Road and the Esplanade. Visibility is very limited and the approach to the Esplanade from Wurlie Road is quite abrupt. Cars travelling in a southerly direction on the Esplanade can have little awareness of the corner. It is particularly hazardous for children/walkers. Bear in mind that this corner is used frequently throughout the year by children etc using the campsite on Cox Road who walk through on Boomerang Avenue. Who are crossing from Wurlie Road towards the beach. There is not the width off road etc that is already at the corner of Quondong and the Esplanade. If little can be done in terms of landscaping, certainly safety features should be installed.

Improved access from Wurlie avenue as it is the most used and centralised street to walk down to the beach from the scrub area and caravan park which hosts lots of school children. Quondong avenue has a tight, blind corner from kestrel terrace and involves walking up an unnecessary hill for a majority of locals who are retirees and families with kids. On your concept design you show kestrel as one long street where in fact it is not connected and is three parts which means there is no way for families on bikes or mums with prams to get to the proposed beach walk way between wattle avenue and Norman road. The whole plan is focussed more for cyclist than residents, crossings should be for pedestrians. Locals in the scrub pay a high land tax. We don't have sealed roads, paths, sewerage, mains gas and our beach is covered in cars. Please adjust your plan to facilitate the community that live in the area.

Improved pedestrian safety for area 3. At my house you must walk on a narrow road especially north for long distance. In this concept no improvement for the most dangerous section being section 3. Your plan does not show beach access near Wurlie. Will this remain? If removed pedestrian safety is worse. More pedestrians use this section than cyclists. You only consider cyclists. This is a holiday area and people are not familiar with issues. Driver awareness is an issue. Especially bus drivers, they are the worst for pedestrians. Couples, people with dogs walk on road. Suggest keep Wurlie beach access. Add access at Sheok. 40km zone. Speed control, Signage as shared. Boardwalk for pedestrians only on western side. At least some of these. It appears that the existing beach access steps/ramp opposite Wurlie Road are to be removed (well they are not shown on the provided plan) and that would be a disaster for the locals who access the beach from that point every day, and also, the existing beach access steps at Wattle Ave. appear to have been removed, and replaced with the shared path to the Surf Life Saving Club area. If you want to access the beach, but don't want to walk another 500m to do so, then most beachgoers will make their own way to the sand and perhaps ruin the environment doing so. This applies to the Wattle Ave. access.

Many times walking towards beach access myself and grandchildren have nearly been run over. Not really. I hope access points from the path to the beach have been considered. (Are there enough?)

One of the greatest concerns has always been pedestrian safety to and from the beach via the aldinga beach boat ramp. Crossing the Esplanade to/from Morgan Street is like running the gauntlet!!! Not sure if it could be made a 'slow point' some way of averting traffic to the blind corner.

Our property is on the corner of the Esplanade and Attunga Avenue. I fail to see the point of a footpath from Magpie Road to Loongana Road. Without a footpath from Morgan Street to Magpie road and from Loongana to Sellicks - what's the point..... a footpath that just appears then disappears. Wait until you can build a complete footpath instead of this half hearted attempt. Spend the money instead on some storm water drainage soakage holes in Attunga Avenue so that we don't have to negotiate huge puddles across the road after any decent rain.

Pedestrian safety/paths. Cyclist safety/ You need to be careful how the shared use path for cyclists re-enters the road.

Put in the stairs. Don't need the path.

Re Wattle Avenue - beach/ Esplanade foot traffic plans show /infer removal/closure of present steps? These are heavily used by locals accessing beach exercising dogs etc and in holiday seasons by kids. Crossing road at junction or further at Esplanade is and remains risky. Need more detail re plan for this section of the road.

Serious considerations needs to be given to deleting the proposed 'bike crossings' and be replaced with normal signage.

Some bits are good - some not so sure. I am actually looking at Stage 3, where you have put a road 'crossing' between Wurlie and Quondong. Assuming this is because the bus stop is across the street there. You should know that Wurlie Road is the most used street when crossing over to beach or bus stop. Due to hill and shrubbery it is a very dangerous place to cross, especially for children. We need a crossing path on Wurlie - especially in summer.

The cross over to the beach at Wurlie Road is very dangerous. It is also a very busy access area with 3 streets at the back feeding into Wurlie Road. A platform should be built at the top of the stairs for urgent safety reasons. There needs to be an area where families can congregate so crossing the road is not a dangerous exercise/

The first bicycle crossing just below the bend onto the lower esplanade is in a dangerous position. Motorists driving south around the bend will have limited notice of cyclists crossing the road at this point. The crossing should be placed a little further south to give motorists a chance to brake and stop if necessary/

The plan does not show the steps down to the beach adjacent Wattle Avenue. This is the area we launch our gliders from. Are these to be removed? If not then we consider we would be able to continue to use this area for our operations. The steps at this location make sense given the proximity to the bus stop and Wattle Ave.

The proposed plan does nothing to improve access to the beach. We have to walk dogs along the narrow road from Sheoak Avenue to either Magpie Road steps or Wurlie road steps. The road is very narrow and dangerous!. Either new steps at Sheoak Avenue entrance need to be installed or the Lower Esplanade needs to be made one way. However, then you would need to open up a return route using Cox Road etc, this would be very expensive, so installing the steps would be a quick fix and cheaper

Yes. Bicycle crossing and improved safety for cyclists. This draft concept design fails to include safe access for residents and visitors to the lower esplanade area - pedestrians have no safe crossing when accessing the esplanade from Wurlie Road

Improved pedestrian access (particularly for young children) to the beach from the existing beach access opposite Wurlie Road. SH003

I, along with many others, have accessed the beach each morning using the Wurlie Road steps and ramp, and can see no logical reason for not maintaining this access. Large groups of children and adults, coming from the Caravan Park through the Scrub, walk down Boomerang Ave. from the Scrub track, and onto the beach using the Wurlie Road access. This particular access is probably the most used of all the access steps between Aldinga Beach boat ramp and the Silver Sands Beach ramp. I have used this ramp each morning for the past 19 years (probably 330 times per year on average) along with many other locals from the nearby housing (Scrub area), and to have to access the Magpie Rd. or Quondong Ave. ramps, will necessitate a lot more walking, and with the Esplanade not a safe place for pedestrians, the task will not be easy. On my morning walks along the beach, I see who uses the other access ramps, and when, and can assure you that the Wurlie Road steps/ramp are by far the most used. I will strongly resist the removal of this beach access, and would urge Council to maintain this (Wurlie) access, along with the existing beach access at Wattle. I have previously submitted comments on the Project, in writing, but had not realised that the steps/ramp as detailed in this feedback were not shown on the proposed plan.

BEACH ACCESS FOR CARS & CAR PARKING

Several options: 1. Terminate the 3 metre-wide path at the Aldinga Beach ramp and direct people onto the beach for the remainder of the Coast Path up to Sellicks Beach (this will also eliminate the need for engineering works to be carried out across the even more environmentally sensitive Washpool at some future stage). 2. Adopt the suggestion of the Willunga Basin Walking Trail submission and direct people around the back of Aldinga Scrub where they will have the opportunity to experience the unique coastal vegetation of our region. 3. Under no circumstances build a board walk across the wetlands to the south of Norman Road which will severely impact on bird life which visits the area. 4. Do not 'upgrade' the path between Wattle Street and Norman Road. As an informal track it is quite adequate for walkers and upgrading will require significant engineering to manage north-south and east-west traffic, as well as compromising existing vegetation. 5. I have looked into bike gutters, there is an issue with the gradient of the gutter which I believe may cause problems in at least one of the suggested locations. I cannot see family groups pushing bikes up these steep inclines and I foresee that

the gutters may become white elephants which have trampled upon on our fragile coastal dunes.

Loss of the 'natural' appearance of the foreshore area

· restricting cars on part of the beach between Silver Sands and Sellicks Beach to reduce people using it as a short cut to avoid roads

Consider restricting or banning vehicle access to the beach which causes many problems.

Yes I do not believe that the surface of the track (5) Wattle Avenue to Norman Road should be changed to a concrete path. A surface like the streets in the scrub eg Dingo or Parrot Road would be more suitable.

1. I do not agree with reduction of car parking spaces along the Esplanade. When the beach becomes virtually car free - which it must, there will be needed.

A shame car parks at Aldinga Beach will be reduced. The same thing happened when Pt Willunga beach car park was redeveloped now its a struggle to get a park in summer

Against removal of car spaces at end of Wattle Avenue, car spaces always required. Also removing 15 spaces from existing beach car park seems like a lot. Taking footpath through the middle of the car park seems very strange

Car parking is not being addressed sufficiently. The beach is closed to traffic part of the year and is full to capacity on certain summer days e.g. Australia Day. There are people who do not want cars on the beach for various reasons. to encourage people to park off the beach more parking needs to be provided all along the beach, not less as per your plan.

Decrease in parking spaces given increase in Aldinga's population and invasion of holiday makers on weekends and holiday periods is not good forward planning

I am worried about a reduction in car parking. Some 20 odd car parking spaces will be removed. Not everyone wishes to park on the beach and how long will it be before local residents complaints will be acted on in closing more areas of the beach for vehicle access. Not everyone lives on the 'Esplanade' so why remove car parks for those of use who have to drive to the beach.

I don't see any benefit in reducing car park spaces. We need more, not less.

More designated car park spaces

No adequate provision has been made for parking spaces. Low lying area at the end of Norman Road could be utilised for that purpose. No cars on the beach!

Path through existing car park wastes 15 car spaces

The concept proposes a reduction in car parking at Aldinga Boat ramp from 93 to 78 spaces and at Magpie Road a reduction in 3 spaces to 0 and south of Emu Road from 12 to 10, meaning a total loss of 20. This is unacceptable in my view. The concept should be creating more car parking to lessen the impact on the beach and to give those who choose not to drive on the beach, greater opportunity.

Yes, with more and more visitors going down to the beach why on earth does the plan call to reduce the number of car parking spaces - it just doesn't make sense. Item 1 why on earth put the cycle path through the middle of the existing car park losing 15 parking space when it could easily go around the edge.

Yes. Redesign the car park above Aldinga entrance onto beach. Old farts like me and lots more used to park there in the morning read the paper and look down the beach to the south - cant know. - try it?

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Increase the amount of car parking off the beach.

COST JUSTIFICATION

At some future time higher sea levels and predicted storms may severely effect the Lower Esplanade. Is this occurs the only 2 way road connecting Aldinga to Sellicks Beach/Hill would be Main South Road. Either we will then need to re-align the Esplanade above its present level along the fence lined the ASCP or link the un-named spur roads through the dune-face section of the scrub to the Emu Road crest. Cyclists and walkers would have a much safer North-South connector if a gravel path from Hart Road to Cox Road across to Norman Road was constructed along the Eastern boundary of the ASCP. (Don't wait for 'Climate change' to consider this latter please) SH052

Eliminate the footpath plans between Norman Road and Loongana because you are spending too much money on a very low traffic section and proposed users are not going to enjoy the best of the area. A boardwalk along the top of the pebble bank would provide users of significantly better experiences, but again I suspect you are opting for the cheaper option.

Do not waste taxpayers money. leave paths as they are and leave the Aldinga Scrub Conservation Park alone

I am writing to comment on the draft plan described above. As a resident and rate payer (since 1989), I see very little positive that can be said about the plan. While I believe the object of providing a safe passage for pedestrians and bike riders between Port Wilnuga and Sellicks Beach is praise worthy, this plan does not deliver. It does nothing to address the major safety and amenity issues of the area and may well exacerbate existing problems. All of that, while incurring considerable amounts of expenditure, much of which will be continuing rather than one off. (Initial expenditure projected to be \$2.2million for 2.8 km of pathway). I would like to see some of the major problems addressed, so I will focus on them and their relationship to the draft plan.

Waste of money

I have already given a reply to this feedback. I have also been to the meeting at the surf club. And my conclusion is you have not the money to complete the project properly. You should wait until you have the money and can complete it successfully. Fay Spurgin 276 Esplanade Aldinga Beach

ENVIRONMENTAL/ CULTURAL/ COASTAL IMPACTS

â€¢ I also would recommend a footpath rather than a shared use path in zones 2 and 3 for similar reasons as above. Unfortunately it is not clear to me from the design what actual pathway is being constructed in these zones and which side of the road it is going to be on. This could be definitely made clearer on the design. â€¢ There is at least one significant artifact site that is registered, which leads one to believe there are others and even in fact that the whole dune system from Wattle Avenue to Loongana Road. Again disturbance will destroy and a footpath would lessen the possible further destruction to indigenous culture.

I did not receive any info about the entire design down our way. Are you starting with Stage 6 and working backwards? It looks as though car parking areas are actually decreasing in number in the scrub? Is that deliberate and why? I prefer that there is less cars on the beach and therefore thought a few more along Esplanade must be SH121

6 - construction of boardwalks through an ephemeral wetland are incredibly damaging. The pathway should go around this area. 7 - still damaging to fragile dune vegetation. Should move pathway to Eastern side of road, with a safe road crossing and sharrow style road treatments.

The boardwalk across the reserve from Norman Road to Warramunga Road will also impact on wildlife. This area fills up with saline water around winter time, which is why its 'an area where vegetation is already significantly degraded'. NOT DEGRADED ITS A DIFFERENT VEGETATION TYPE!. Water birds will be scared off by pedestrians/dogs.

2 - road widening will impact native habitat. I'd like to see a wildlife tunnel under the road to facilitate connection between coastal habitats and Aldinga Scrub.

1 - road widening on the corner of The Esplanade will severely impact native plants along the cliff face and exacerbate erosion problems.

4 - the path will encroach on significant dune vegetation, which is currently not very wide in that section, causing a considerable decrease in suitable habitat of the dune corridor. 5 - this path section should remain only as wide as the current pathway, promoting cycling at a walking pace, so that the path can be narrower and not encroach on vegetation and encourage a connection with nature, rather than treating it as only a thoroughfare.

The concrete path going through the coastal reserve will create an ecological barrier between the foredune and the reserve for skinks, bearded dragons, brown snakes and echidnas, also impacted by more people and pets in their habitat. Also an aesthetic detraction from the reserve.

Last remaining sand dunes in South Adelaide region. No need for bike path it will destroy the remaining dunes by concrete runoff human impact

Opposition to boardwalk due to environmental impacts

Species of native grasses (astophia/danthonia) clumps of these plants along the upper section of the esplanade. They are now all gone – scraped by bob cats constructing footpath.

The existing bird life, vegetation and path is use by locals to have peaceful quiet walk. Don't touch it

With the removal of non-indigenous plants just way please leave the "skeleton" for birds and also shelter new plantings

By reducing car parks, it puts more pressure on the beach with people wanted to park there. Beach driving should not be allowed at all due to impact on beach nesting birds, sub-terranean biodiversity.

Dual concrete path will destroy the dune environment

I am concerned that the project does not justify the threats to the environment and amenity of our coastal region. Suburban infrastructure (eg 3 metre-wide paths) is incompatible with our natural environment. We should be promoting a minimal footprint on our environment in this region where Aldinga Scrub and the Washpool are unique remnant environmental features of the greater Adelaide plains. Inevitably there will be damage to remnant vegetation; engineering works of the type proposed are not appropriate in this locality.

i love the dune environment and the Aldinga conservation park. it is unique and i visit it weekly when i visit my husband who is living in care at Aldinga beach court. it would be so sad to see a concrete dual path spoil the area and make it unsafe for the elderly, handicapped and children to walk and enjoy the views.

I'm not very excited by Stage 6 due to the obvious difficulties in creating 'foreshore access' in this particular environment. Also, this stage leads into Stage 7 which I presume means a concrete path through the washpool area.

Increased foot traffic will result in degradation of flora and fauna in the sandhills reserve. There is also concern if vehicles are allowed to access this track as the integrity of the dunes would be at risk.

Integrity of coastline is questionable in relation to 1:100 year weather events and potential sea level increased and potential erosion issues need address

It continues the coastal path along the Lower Esplanade, through a piece of coastal scrub (degraded) and after crossing at the ramp it progresses across more coastal vegetation via a board walk to join the Esplanade as far as Loongana Road. If this traverses a rare and valuable piece of coastal vegetation which it would be better to circumnavigate when building a 3m concrete path, leaving this piece of coast intact along with Aldinga scrub

It is a pity to see the proposed concrete path going through the sand hills with its sensitive coastal environment (supposed to be protected) between Wattle Avenue and the Aldinga Bay Surf Life Saving Club. Generations of our family have enjoyed this natural part of the seafront with all its 'creepy crawlies' and coastal vegetation, sandy track.

It will ruin the scrub type/ natural area.

opposition to footpath on western side of Esplanade due to environmental impacts

Road widening on Lower Esplanade will require stabilizing and vegetation of the banks.

Safety. Sensitivity to the natural environment. In my view SAFETY, INDIGENOUS ASSETS/VALUES and the SIGNIFICANCE of the environment within the work zones. I do think very highly of our community's safe access throughout our City and the ability for us to enjoy, improve and increase the value of our environments. I love living (25yrs) in the City of Onkaparinga and really value the work that is being done to enable us as residents to be active and out within our community with safety. There are several very significant Indigenous areas within the work zones, some sites are identified some sites are not. It is of utmost importance to retain the integrity of these natural and culturally rich areas. Non disturbance is a significant way to retain culture. The particular nature of the vegetation in the work zones and the impacts of the works is of great concern to me. Some species are unavailable for replacement (cannot be propagated) and due to their being so very few examples of these vegetation associations within our City this, in my view, is a top of the list consideration when any works are undertaken within these zones. My key zones of concern are zones 2,3, 5 and 6.

Stop the erosion near roads as cars tend to drive in middle of the road. The buses take up a lot of space on the roads. The amount of groups that stay in camps, house rentals that cross the roads without local knowledge of roads and local traffic patterns

The dunes are tranquil and beautiful. Why is the current state government so keen to spend tax payers money on 'so called ' progress, that isn't progress at all but sheer stupidity. The environment we live is at the centre of our core and our sense of belonging. People don't buy their homes to see the councils and state government come along and wreck their ambiance. This obsession with encouraging cyclist must stop. Councils say the coastal path is for 'mums and dads with children' to be able to cycle from North Haven to Sellicks Beach. That is ridiculous. Only the speeding 'Lycra' group would ever ride that far. Sure develop along the coastal where there will be no disruption to the environment but for heavens sake, lets see the councils and government use some common sense and STOP RUINING OUR STATE.

The plan imposes inappropriate infrastructure on this environmentally sensitive region.

The Silver Sands section of the Esplanade is uniquely beautiful and quiet. It astonishes us that the Council would like to destroy this by encouraging bicycle traffic in large volumes along a dead-end road and through to Sellicks. Please don't do this.

There are no important aspects as the proposal seems only to desecrate the natural environment where most of the improvements the stairs built by dad and myself in 1976 designed to create as little impact on the environment the stairs serve only 8 houses in Magpie Road and 3-4 houses each way on the Esplanade which means only a limited number of persons to construct a boardwalk would only be an eyesore.

We are adjacent to the 'scrub' and enjoy the 'dirt roads' the 'coastal' feel and are getting very nervous about the Council's intent (How many of the planners are 'locals'?) in developing our much loved environment, what (if any) are the plans for the 'scrub' areas (Esplanade back to

Acacia Terrace)

Tree planting - root structures may elevate coastline, resilience to weathering. Concrete or rock boulders - add to elevate coastal integrity against weather SH084
Need to be aware of endangered species of birds eg hooded plovers and the immigrated birds. Birds that need to stop here on their way from China to the Coorong to breed. What about impact on snakes, lizards and other animals, insects. No to motor bikes races on the bush. SH087

FACILITIES

Seating

Adult exercise play gym

Enlarge area for bigger picnic area.

I would like to see an outdoor exercise/fitness gym added, adjacent to the childrens play area at the surf life saving club - the same sort as at Maslins beach.

I would like to see the two picnic areas finished off the same standard as Snapper Point. These are opposite Symonds Street, Maybe dolomite the same as the bike track or concrete, also the panel details facing the road, this would finish it off. maybe rubbish bins beside each one.

If existing car parking at the end of Wattle Avenue is removed, a shaded seating area would be useful for pedestrians and cyclist to use.

Make sure ample bins along paths are provided

More dog poop bags/bins provided? Another dog water fountain at the Aldinga Beach boat ramp/car park area?

Please put plenty of benches too sit on. As I walk with my elderly mother and she's had a hip replacement. Needs to walk but she cant go too far before needing to rest. Thank you

Put in some shelters, put in some bird hides and put in some seats.

Time to have an outside adult exercise play gym

Would good to have wooden observations place to sit and read about the area.

Would like to see the installation of some public exercise equipment within the project - to enhance use of public spaces

Yes. Benches where boardwalks have been done, to lookout and rest, after enjoying the beach. To look, think and enjoy.

At the Aldinga Beach parking area (cars onto beach) area. 1. Extra toilets and showers installed
Seating area adjoin in footpath/cycle track enhances experience of visitors/locals and are valued by the elderly. Allow for possible sites in section 5. Large section of Esplanade in section 3 hazardous for foot traffic seeking bad access

An outdoor fitness station is a perfect addition to satisfy the adults - both young and old - at this location!

Important to have plenty of benches that incorporate a back - often essential for some older residents, disabled. A back allows use of less energy for community members as apposed to making upper body upright on back less bench.

I would live to see outdoor exercise equipment incorporated into some of the public spaces, this is very popular overseas. I.e Chin up bars, permanent cross-trainer, step up benches etc

MORE toilets/BBQ areas. A park/play area

Please put in plenty of bbq and swing (play areas) for family's with young children (look at the Maslin Beach Park we often have to go there) and parking. Not all of us go onto the beach.

Open air showers/taps as bathers come off beach benches facing beach along foreshore.

Shaded picnic tables at intervals along foreshore toilet block south of Attunga Road on foreshore. SH036

If existing car parking at the end of Wattle Avenue is removed, a shaded seating area would be useful for pedestrians and cyclist to use.

I would like to suggest an exercise station to be built near the Aldinga Beach Surf Life Saving Club, similar to the one recently installed at Maslin's Beach. These are a fantastic way for people to improve their fitness. It would be great to see boardwalks over the dunes on the lower esplanade to give pedestrians even more safety. SH102

However can you finish what you started> Going past Hack street the path stops. Why? We want all these years and snapper point gets 3 swings, have you seen how padded they get. Finish snapper point its all gravel and mud.

INFRASTRUCTURE

Improve the lighting on the Lower Esplanade.

Having some parts of the Esplanade having light poles and others having overhead cables looks like an area not really serious about how the area is presented to visitors, etc. All the Esplanade should be light poles.

I believe that the light poles on the housing side of esplanade should be taken down

I know lighting is not proposed but feel this would be of great benefit

I would like to see additional street lighting along the entire Esplanade installed ahead of a large increase in population and cars in the area.

Sharp bend at bus stop is a hazard need to move power pole and round corner a little more. Best place for the bus stop.

The main thing to improve the foreshore is to put the power supply underground. The wires are ugly and detract substantially from the look and feel of the Esplanade.

The toilets are visually unappealing. BUT TOO LATE. Why didn't Council insist on installing solar power lighting instead of running lights on mains. Not very green!!!! The information signage on the Esplanade is very good. information (historical and ecological) well done.

Take the light poles down to improve the view of the beach from the houses

Could sewage pipes be put down if lighting is to be underground before road is completed

Please reconsider and put in light poles everywhere on the Esplanade preferably ASAP but at the very least when you have an enormous opportunity to do so in certain areas, like with the Stage 6 areas.

the stobie pole on the corner of the Esplanade needs to be undergrounded for safety reasons

A great opportunity seems to be lost with this proposal with existing stobie pole/ above ground wiring staying and not becoming light poles/underground wiring (as is the case elsewhere and close by on the Esplanade). It seems very unfair on those south of Magpie Road who get the road moved closer to their house while still having stobie poles/above ground wiring while those north of Magpie Road do not have the road moved closer to their house while still enjoying light poles/underground wiring. Perplexing and strange decision given the construction that is taking place anyway

All of my rate money is being paid to see the road closer to my house with the stobie pole staying right where it is in the front of my house! Its a scandal. I think you would find the City of Onkaparinga councillors with properties on the foreshore all have light poles, not stobie poles. We have no councillors obviously in our affected area. If the stobie pole situation stays the same I will fight it at council with everything I have got. Its a joke.

As stated i believe the stobie poles should be taken down for the attraction of the area

Get rid of stoby poles

I think it could be improved by removing the stobbie poles between Magpie Road and Wattle Avenue.

If you would really like to improve the aspect/look of the southern end then replacement of the stobie poles would be the best thing you could do.

In order to improve the section from Magpie Road to Wattle Avenue there are 2 options.

Option 1. With contribution from the residents along this section of road, underground the power lines there by removing the stobie pole on the NE corner and allowing the corner and allowing the corner to accommodation the movement of the road pavement east. Overall this would significantly add to the street appeal of this section of the Esplanade. Option 2. Have the boardwalk extended so that it now goes from the corner (where the road goes inland) to the beach access (opposite Magpie Road) ramp. This would obviate the need to redirect (move easterly) the road from Magpie Road to the southerly corner. Option 1 appeals to me as it does to other neighbours as it would provide a holistic improvement to this point of the Esplanade

It is a great shame and very bewildering that the stobie poles are not being removed and light poles put in their place between Magpie Road and Wattle Avenue. Their removal would be consistent with the Esplanade north of Magpie Road (which it currently is not). It would greatly improve the foreshore area in this location, increase land values and generally enhance the Esplanade with some consistency. While road works are happening in this area it does seem very strange indeed that this is not happening. If not a part of this plan this should somehow be facilitated by the Council in the near future.

Keeping stobie poles makes no sense given what it seems is trying to be achieved here. While earthworks are happening surely it is only common sense to replace the stobie poles with light poles. it would greatly enhance the general area for a small incremental outlay.

The stobie poles should be knocked down they look stupid

Absolutely. If you are really trying to improve the appeal of one of best State attractions then you should consider under grounding all stories poles along the Esplanade. I would be prepared to make a financial contribution towards this suggestion.

Get rid of the stobie poles when you get a chance!!!!

Get rid of the stobie poles!

The concept proposes a reduction in car parking at Aldinga Boat ramp from 93 to 78 spaces and at Magpie Road a reduction in 3 spaces to 0 and south of Emu Road from 12 to 10, meaning a total loss of 20. This is unacceptable in my view. The concept should be creating more car parking to lesson the impact on the beach and to give those who choose not to drive on the beach, greater opportunity.

If stobie pole removal is not possible to be done by the council then they should try to get SA Power Networks, the local residents and themselves together to do this while an outstanding opportunity presents itself.

one aspect of the Foreshore that I have noticed for many years is the gradual disappearance of the 'ugly' Stobie poles. this has considerably improved the Foreshore/Esplanade over time. There are, however, still pockets of the Stobie poles especially at the Southern end (Magpie Road and onwards, it does seem that this Foreshore development plan provides an excellent opportunity to Remove the unsightly poles.

Retaining stobie poles instead of replacing them with light poles is stupid and short sighted.

Keeping the stobie poles is not a good idea

I believe the path is a rather important feature but i think while in construction is underway the stobie poles on the esplanade should be knocked down to create attraction the the area

I would like to see the telegraph poles removed and services buried underground

If stobie pole removal is not possible to be done by the council then they should try to get SA Power Networks, the local residents and themselves together to do this while an outstanding opportunity presents itself. SH037

Removal of stobie pole on corner opposite Wattle Avenue.

Increased the fencing from Norman road through to Loongana Road. Improve the lighting on the Lower Esplanade./

Kiosks - this is an embarrassment. We have 2 ideal spots and still nowhere to go.... Why is that? PS. so far I am very pleased with the work that has been one along foreshore - bike trail is great! need for Council to determine the future of the kiosk

KIOSK/CAFE

Opening of beach kiosk

Aldinga Beach boat ramp. Old Kiosk is an eyesore! Should be a priority to improve, build a restaurant another kiosk!!.

Bring back the small cafe's in the old kiosks eg End of Norman Road

I do not think we should be encouraging bike riders to use the Lower Esplanade (which is what this plan will do). It is highly dangerous as it is. I would not like to see families with children on this part of the road. The issue with the old kiosks is a farce that has been going on for at least 10 years. Please remove them! I would like to see more pop-up food vans over the summer months.

I think a kiosk is desperately required at Silver Sands/Norman Road where the old kiosk used to be needs to be considered sooner rather than later. Having to travel to either Aldinga Beach or Sellicks Beach to access such facilities is ridiculous. There should be an allowance for a small shop which can operate 6-7 days a weeks from 9am - 9pm

If no interest in development of kiosks we would appreciate their early removal

Improvement to kiosk at Silver Sands. Tidier car park at Silver Sands beach near kiosk

It would be good to have a designated path to the beach adjacent to the Silver Sands Ramp.

There is a rudimentary one now, but difficult for people who are unable to use the stairs.

Walking up the ramp which many of us do, and probably shouldn't, for safety reasons, is not a great idea. Understand that the old kiosk building will not be used in the future. Could we demolish it and replace with another gazebo, play area, or extra parking?

Limited available refreshments when at beach. Recent mobile van some improvement. SH024

Please, please, please allow development of kiosk/café in foreshore area of Aldinga Boat Ramp

Possibly outside of the scope of this project but removal of what I think was once a kiosk on the foreshore just south of Norman Road is highly desirable from an amenity and community safety perspective.

Re Stage 5 and 6. Parking areas adjacent to and opposite (Southside) of Aldinga SLSC need to be upgraded and sealed. Kiosk needs to be removed. Area needs some trees (Norfolk Pines or Large date palms) 'Take a look at Normanville' All other stages along paths or tracks need seating areas.

Refurbish or demolish the old kiosk

Shared use path through car park near boat ramp looks dangerous. Need to remove old kiosk at Aldinga Boat ramp.

The two kiosks should be demolished and rebuilt as modern beach like café businesses with alcohol licenses and ability to host bands/live music ie beach wine bars. Get a local and holiday and tourist vibe going. There is little opportunity for night life in the area and both kiosks are away from horses. I'm sure the fun police would be against it though.

Very keen for the Council to investigate and pursue the improvement and full time use of kiosks. Perhaps Council will need to encourage private sector operators to rebuild/build substantial infrastructure to ensure ongoing commercial viability

Would love if the kiosk became a café at Aldinga boat ramp. The amount of people that would come to dine would bring great income to the area and increase property value.

Yes. Do something about those ugly old kiosks! Not only are they an eye sore, but are obviously no longer salvageable for serving food. I love the little food (mobile) vans we saw on the beach this summer and would like to see more of them, maybe in the form of transformed shipping containers which can be re-located if necessary. We need more services in this area with the growing population. Although not related to this foreshore plan, it's about time we got a decent family-friendly tavern here too. I'm looking forward to getting an ALDI store here eventually too. We need to move forward.

Improved access from Wurlie avenue as it is the most used and centralised street to walk down to the beach from the scrub area and caravan park which hosts lots of school children. Quandong avenue has a tight, blind corner from kestrel terrace and involves walking up an unnecessary hill for a majority of locals who are retirees and families with kids. On your concept design you show kestrel as one long street where in fact it is not connected and is three parts which means there is no way for families on bikes or mums with prams to get to the proposed beach walk way between wattle avenue and Norman road. The whole plan is focussed more for cyclist than residents, crossings should be for pedestrians. Locals in the scrub pay a high land tax. We don't have sealed roads, paths, sewerage, mains gas and our beach is covered in cars. Please adjust your plan to facilitate the community that live in the area.

I would like to see speed humps built into the road (Esplanade) at the beach access for pedestrians opposite Warramunga Road, Attunga Road and Ningana Road. The reason I say this is because cars speed along this part of the Esplanade and pay no attention to young children who sometimes run out from the beach access tracks and can not be seen until too late. I live on the Esplanade, opposite a beach access and have witnessed these near misses. Speed humps at beach access tracks would slow cars down and avoid possible collisions/accidents. SH013

SHARED USE PATH – MOVE PATHWAY

Consider routing the shared use path behind the surf life saving premises and across Norman Road at a less congested place - boat ramp.

The path crossing Norman road by the ramp will be potentially dangerous. The incline of the ramp could make visibility of pedestrians/bike riders more difficult.

the section south of Norman Road should be deferred until the solution through the Washpool is approved and the need can be justified, the shared path in front of the LifeSavers Club is seriously questioned on child safety grounds, all existing access /stairs to the beach to remain, Concern about shared path going through lifesaving lawn and being a shared path where they access vehicles for surf lifesaving club

bike access across Norman Road is too close to the ramp and bikes must give way to vehicles,

Bike track to go around the surf life saving club, the public toilet which are used by beach goers. BBQ area and playground and recreation area which all put more people crossing the proposed bicycle track. Unfortunately a large percentage of bike riders think they have right of way.

Bit hard to see on the concept but at the Aldinga Beach Boat Ramp car park area, there should be a safer way to gain the north/south access on the path. Current concept shows the need to cross vehicles accessing the car park in 3 locations just to get to the new boardwalk or toilet blocks. Surely the path could cross once at the entrance and go along the eastern edge of the car park. I think the number of parking spaces in the car park could be sacrificed if needed to accommodate paths (i.e. north side) as the beach area is used more-so than the car park due to easy access for all vehicles.

Don't do section 5. Use existing footpath along lower esplanade. Don't do section 4. There is space to accommodate bikes on the north direction of road. Boardwalk will impact on fragile bank, damage, destroy existing fauna/flora on beach sand hill. Leave section 5 to accommodate no development. NO to boardwalk. Direct bikes behind beach along scrub Acacia Avenue

Good to continue bike path, I believe it would be better suited to stay along the Esplanade. I feel the gravel path suits the area. It would be a lot safer to route the path along the Esplanade.

Shared use path through car park near boat ramp looks dangerous. Need to remove old kiosk at Aldinga Boat ramp.

The concrete path through the nature reserve including in front of the ASLC is a disaster. We do not want this, under any circumstances. The boardwalk between Wattle Avenue and Magpie 'as a start' is a ridiculous waste of money. Not wanted

The shared use path (4-5) would encourage additional riders to be put at risk in order to get to it. Why not follow the Esplanade rather than traverse the sandhills?

The shared use path south of Wattle Avenue should not go past the ABSLSC which is used by children and club members throughout summer. The bikeway I believe should circumnavigate the clubhouse and go east. There is plenty of room in the car park to make it safe for regular users of the ground in front (west of) the SLSC club.

The walk from Wattle Street to Norman Road is lovely just as it is. It would be terrible to lose the grassed area in front of the Surf life saving club. Perhaps a bike track could be put along the edge of Aldinga Scrub. Still a beautiful walk/ride but well away from the lower esplanade.

We are not sure about the path going past the surf club, could be more of a hindrance.

We think that the shared use path should skirt the Aldinga scrub to the east, via Palmer Street, land a fire track north of the Aldinga scrub. Hart road, Dennis unmade road, Cox Road and Justs road to reach Norman Road., It could then go along the verge of Justs road to reach Button road and then go via the land rented by the model aircraft club, to join the existing coastal path at Sellicks. this way, a piece of rare coast would be protected. The reasons for this suggestion: * avoidance of crossing between the ABSLSC and the sea and of crossing the ramp at Norman road. * avoidance of the coastal scrub area between Norman Road and Wattle Road. * avoidance of the washpool area * avoidance of the coastal scrub between the Esplanade and the sea south of Norman road, All these areas would be better not impacted by concrete paths or boardwalks. Variety and wonderful news would be offered to cyclists and walkers of the scrub and washpool. * avoidance of the Lower Esplanade, dangerous for cyclists and walkers.

Very disappointed in the foreshore access plan stage 6. Section 2 and 3 are a disaster. I have lived on the Esplanade for 17 years so I feel I can understand the problems with this roadway. It is obvious to anyone to recognize that many properties are using part of the roadside as their front gardens. Plus the stobie poles and light poles are too close to the road. If you drive along the road as many times as I have, also obvious people take great risk when they walk along the road. So where is the footpath for people in section 2 and 3? And where is the area for cyclist to ride safely? Also three crossing for cyclist? Perhaps you also have not noticed how fast people are going in this so called 50km zone. Just wait for the first accident particularly at the cyclist crossing Morgan Street to the Esplanade. They race around that corner. I also note the shared use path runs right in front of the surf club, surely this will be a problem for the surf club?

Resolution regarding the former kiosk at the Norman ramp needs to be resolved

Additional study needs to be undertaken by Council Officers in regard to seeking a solution to issues along this section of road.

Ideally I would like a different route than the design submitted. I believe there was an alternative route looked at a long time ago, to take this path around the back of the Aldinga Scrub Conservation Park, so I do question why the community has not seen an attempt at the alternative design to give feedback on. In saying that it looks to me like this is the design that will be accepted so the improvements I can see that could be considered are: • To minimize the impacts to sensitive vegetation and significant Indigenous sites the shared use pathway in zone 5 Wattle Avenue to Norman Road could be converted to a footpath such as what is being constructed in zone 7. There is a small population of a native orchid (*Caladenia latipholia*) that has returned directly alongside the current small pathway that has been confirmed to have not been found in this particular dune system since the 1980's. It is one of only two that we have in the system currently and is of utmost importance, disturbance will destroy.

Please consider creating a new mixed use path on the other side of the scrub as 'variety' and a much safer option than piecemeal, expensive, undesirable patches of tracks that encourage people to use very dangerous narrow sections of road that are always going to be unsuitable for pedestrians and cyclists on the Lower Esplanade.

Pointing the path towards The Washpool virtually dictates that any future path must go there. That should not be decided without proper consultation for that area. Once the path reaches Loongana Rd, it should stop North of the road, so that the next stage can be consulted properly without alignment being pre-determined.

The corner of Esplanade and Wattle will be quite sharp under the new plan and potentially a more dangerous spot, particularly with no plan to remove the stobie pole on the corner. The change in position of the bus stop could be problematic if the bus does not pull in completely off the road and also I would not think it the best spot for a bus to pull in on a such a tight corner particularly when cars are coming in both directions with a bus in the bus stop. Have you considered removing this bus stop altogether as there is already a nearby bus stop between Wattle and Norman Road (this could be moved slightly further north)? This could alleviate traffic issues with this difficult corner.

PUBLIC TRANSPORT

Bus stop – safety and location

What will happen to the bus stop on Esplanade corner near Wattle Avenue? Relocated?

Where will bus stops be located?

The biggest danger in this stretch of road is the over serviced 'big bus' Sellicks route. Why don't you talk to your State counterparts (dept Transport) and replace these 10 ton buses (with minimal patronage) with shuttle buses - other cities have woken up (Eg LA, Christchurch, Southeast Asian cities like Siem Rier, Saigon, Denpasar). They're not noisy, take up the road, are 10 tons at 50km/hr going down suburban streets. Are more danger to cyclists etc than present road. Keep them to main arterial roads.

I see no reason for the section between wattle avenue and norman road. The money would be better spent on footpaths long Esplanade north of Wattle Street

I think the Esplanade between Norman and Ningana roads should become one-way. That would mean the plans would be accommodated within the existing roadway and it would be safer for everyone.

ROAD WIDENING/ SAFETY

Lack of safe sight distance on the corner of the Esplanade and Wattle Avenue

Safety for motorists entering the Esplanade

50 km/hr is good, 40 may be better

Almost all (if not all) recreational bike riders use the beach to ride their bikes now and it most likely will continue to be the case. The beach is a roadway during the summer months and the sand is quite hard for this activity and it could be considered that this is sufficient in terms of the SA Government's coastal plans. These beaches are quite unique in already having shared activities. Unfortunately Stage 5 has reduced the size of the northbound road and this has made it more difficult for motorists to pass groups of the serious bike riders, and there are many using the road. The serious bike rider will not use the proposed paths, and the road is already quite a narrow strip and will not improve the conditions for the rider or the motorist.

Great idea, but not at the expense of road safety.

I would like to see speed humps built into the road (Esplanade) at the beach access for pedestrians opposite Warramunga Road, Attunga Road and Ningana Road. The reason I say this is because cars speed along this part of the Esplanade and pay no attention to young children who sometimes run out from the beach access tracks and can not be seen until too late. I live on the Esplanade, opposite a beach access and have witnessed these near misses. Speed humps at beach access tracks would slow cars down and avoid possible collisions/accidents.

Need for Council accepting that the primary public users of the area under review (& recently completed) are MOTORISTS, not cyclists or the physically impaired. Refer #5 comments later. Only concern is with losing road width and then contending with the new bike safety laws which with the most recent path widening can be difficult and at times hazardous from both the views of rider and driver

Painting lines down the middle of the road is pretty meaningless, what is needed is to widen the road over time.

Barriers along the Lower Esplanade are not adequate and must be upgraded. This is a safety issue and should be addressed before beautification.

Almost all (if not all) recreational bike riders use the beach to ride their bikes now and it most likely will continue to be the case. The beach is a roadway during the summer months and the sand is quite hard for this activity and it could be considered that this is sufficient in terms of the SA Government's coastal plans. These beaches are quite unique in already having shared activities. Unfortunately Stage 5 has reduced the size of the northbound road and this has made it more difficult for motorists to pass groups of the serious bike riders, and there are many using the road. The serious bike rider will not use the proposed paths, and the road is already quite a narrow strip and will not improve the conditions for the rider or the motorist.

216 Esplanade is where the road widening is planned. That's good for the many cyclists who don't change to a lower gear and struggle criss-crossing up the southbound rise to 217. But many motorists drive there, park for a while and do a u turn blind to north bound traffic. Only a matter of time before a fatalist. Would a mirror or two help. Or 'no parking' sign people will continue to abuse this point.

Item 7 are you going to widen the Esplanade?? Otherwise there is not enough room for cars and a bike lane.

I would like to see the road widened all along the Esplanade to improve safety for cyclists

If the eastern side of the road can be widened as shown in parts why cannot the whole be widened to improve vehicle/cycle and pedestrian safety? The section of road (sections 2 and 3 on plan) shows 'improved' safety for cyclists with line marking and potential shoulder sealing - yet there is no widening apart from a bit near Emu road. Is the line marking to include a cycle zone? The road is too narrow for this!

It is a big question whether Stage 6 is sensible as not the room to do so. But widening lower Esplanade (Seaview Road) to its full allowable capacity would solve lots issues and allow bike track to join Coolangatta area away from boat ramp entrance

Lower esplanade needs a more bold approach with road widening. Consider retaining walls moving power lines on the eastern side to increase width so that separation of users is safe and that this vital connector can cope with traffic including emergency services.

Overall a good plan BUT is the Esplanade going to be widened? that what's needed.

Personally I have found the Lower Esplanade (Stage 2 & 3 proposal) to be so narrow that it is dangerous. It does not appear to be a great benefit (6) as (7) is also narrow. Currently it is sometimes necessary to give way to cars if there are vehicles parked.

Esplanade, Wattle Street car park. Tourist use this to park and take photos. Elderly park and use the bench to have food. Footpath: should be on other side not widening road. between Magpie and Wattle. Footpath already there. \$\$ this council needs to stop spending money. The corner of Wattle and Esplanade. Steps must remain path through the sand dune area - limestone minimal impact. SH118

Bicycle lane along lower esplanade. I don't ride there with children because its not safe

Until there is somewhere to go it appears that 6 & 7 should be deferred. s (7) is only a footpath, cyclists will have problems.

We definitely need bike access along that whole stretch of Aldinga esplanade and Lower Esplanade as currently it is very unsafe. Plus as a pedestrian you can not even walk along the section safely which is crazy as its the most beautiful walk in SA!

We need a footpath from the ramp area on the lower esplanade to the Wattle Avenue area. eg quite dangerous to walk along the road to the bus stop or to ride a bike. The road is narrow and hilly in one section

SAFE PATHWAYS/ACCESS THROUGH WHOLE SECTION

Lower Esplanade – safety

Safety improvements need to be made to Section 2 and 3

Continuation of bike track right through to wetlands

Continuing bike track and walkways all the way

Further investigation to find ways to have a complete 'off road' solution for bikes that runs the entire stretch of this coastline is imperative, otherwise it will only be accessed by confident riders, not young families and recreational riders. I would like a solution explored that impacts minimally on environment/vegetation but allows for all cyclists to enjoy.

Greater consideration to pedestrians along the Esplanade and more consultation with the locals and rate payers

I would like to see the road widened all along the Esplanade to improve safety for cyclists

In area 2 - have you ever ridden a bicycle there???? Do it!!!!. Put in a path alongside existing road

It would have been great to integrate a footpath on section 2 and 3, maybe overhanging the sand dune.

Lack of a north-south backing path along Lower Esplanade to Magpie Road, Lost opportunities - the viewing platform at the end of Upper Esplanade and a connection fenced walking trail to Emu Road is a possible solution and offers brilliant views of coast, hills and valleys. Lost opportunity to point walkers to other walking opportunities eg. the Aldinga Scrub at Quondong Avenue. The washpool at Loongana road - simple signage can achieve this.

Lack of adequate safety along the lower esplanade because of obvious financial constraints. A safe boardwalk option should be assessed

Lower Esplanade - instead of shared road with cars, a footpath just for bikes/walkers, its a dangerous stretch of road.

Lower Esplanade is not safe for pedestrians as it is and your proposed changes although providing added safety for cyclists does not address the pedestrian safety.

Lower Esplanade needs to be addressed. Widened road, footpath and bike path. the bike/footpath go behind life saving club their shed down the side could be relocated to back so as to not disturb sand dunes. The bike/footpath needs to move back from the vicinity of Silver Sands beach ramp for safety reasons. The footpath/bikepath behind SLSC would eliminate sharing access for life saving equipment/vehicles

More design work for the lower esplanade to make more safe for users, vehicles, bicycles and pedestrians both for residents and holiday visitors. This project has the potential to significantly improve the tourist attraction.

My main concern, because it is the area where I live, is the section between Wurlie and Magpie on the Lower Esplanade. Everyone who lives/or stays along this strip has to access the beach via the ramp and steps at Wurlie Road or the very steep/unsafe for children and elderly steps, at Magpie Road. For pedestrians to reach these steps you have to walk on the road with very little or no verge to get onto if traffic is going in both directions. There is a real needs for a walkway along this section or a new beach access point at the bottom of Sheoak Avenue area.

Personally this is a very minimalist approach and fail to see what these small changes will improve - believe consideration for shared path the entire length of that portion of Lower Esplanade

Please make room for a path along the Lower Esplanade its dangerous and there will be an accident. School children can not get safely to the school bus.

Safer bicycle riding along the lower Esplanade

Safety for pedestrians walking along the Lower Esplanade is a daily concern for me as we walk from Sheoak Avenue to the steps onto the beach with no footpath or place to get off the road.

Shared pathway all along lower Esplanade would be fantastic

Still need a safer path for people. Walking on lower esplanade between Magpie and Wurlie

The lower Esplanade between Magpie Road and Quondong Avenue is extremely narrow with no footpath and narrow shoulders. Very dangerous for people to walk along the road to get to beach access points and bus stop. I realize that there would be a significant cost impact to widen the road but needs to be considered if not now in the future.

The main problem I have with the proposal is the section between Morgan st and Wattle ave. Lower Esplanade This section of rd is also a main traffic flow from Sellicks to Aldinga Beach, being Main South rd is very busy at the best of times. Therefore to encourage more bicycle use for this section of road is a recipe for disaster, to just class it a shared road and do nothing to improve the road is dangerous at best. The four short minor improvements you have proposed to this section of rd is hardly sufficient. If you are going to do it perhaps wait for sufficient funding to do it properly, by either building a path over the dunes adjacent to the road or dig into the high side of the road for widening requirements.

The most unsafe stretch of the Esplanade for cyclists and pedestrians is the Lower Esplanade. For more of its length it is impossible to walk or cycle along it safely. Therefore, as a priority the road needs to be widened, or wide bitumen shoulders added between the planned sections of footpath. Just adding bits of footpath does not solve the problem!

The State government project brief at

'https://www.sa.gov.au/__data/assets/pdf_file/0013/23521/Coast_Park_Factsheet_Aug_2013.pdf ' claims that the Park will include 'AS FAR AS POSSIBLE' a continuous two-way pathway. Along Stage 6, this is NOT POSSIBLE! If the path cannot be continuous, which is the reality in this section, then there is no point in creating small sections of non-connecting infrastructure. The proposed plan should be abandoned. If any works are to be undertaken to assist cyclists, minimal road widening and consolidation of shoulders could be carried out in some sections.

This is not a long term concept, footpath needs to go all the way. Lights, power, remove footpath should go: 3 year plans - 3 stages.

We live on the corner of the Lower Esplanade and Sheoak Avenue. We are broadly supportive of the plan but regret the look of a footpath along the Lower Esplanade which makes it unsafe for young children and older people.

Where exactly are the footpaths or bicycle paths along lower Esplanade?

Would be great to have the shared-use path all the way along Esplanade and Lower Esplanade to join with the Aldinga boat ramp from Magpie Road.

Would like council to consider a 'boardwalk type footpath/bike path' the entire length of Lower Esplanade from Wattle to the Aldinga boat ramp - perhaps similar to that which skirts River Road Noarlunga Downs, a raised platform affair extending over the edge of the existing roadway over the foreshore - this would improved pedestrian and cyclist safety along that part of the roadway - believe it would have limited environmental impact

Yes footpaths all the way along the Esplanade

Unless there is 'off road' cycling paths, we will not feel confident to ride this stretch of foreshore which is unfortunate as the beautiful nature and enjoyment of a healthy life outdoors was a key reason for us moving here. Strongly implore that off road cycling be included otherwise it may never happen. Thanks for the opportunity to comment and for the clear communication of the plan for stage 6 which includes explanations for considerations/thoughts behind decisions within the plan. Please, please, please explore the off road bike path for the full length (please). Note: all references to 'off road' paths is any path that is not on the road, i.e. perhaps shared use or cycling specific. The new path along the Esplanade is fantastic and we would like to see it continued in same format.

Would be great if the footpath could continue the length of the Esplanade but understand this may not be possible due to environmental factors.

It would be great to see the boardwalk continue from the Lower Esplanade all the way to the Aldinga Bay Surf Life Saving Club.

Please make room for a path along the Lower Esplanade its dangerous and there will be an accident. School children can not get safely to the school bus.

Staff on hand for Saturday briefing polite and helpful. Most dangerous pedestrian area is where no track along road from 240 northwards. Picture a truck and bus going different directions and when passing each other a pedestrian has to jump the fence or sprint up the hillside. A walking track can be made on eastern side keeping existing driveways. Being resident of 244 Esplanade - it is not and never will be a major road with much traffic and most cyclists going to ride fast and will never use your proposed footpath. I think you care catering for locals walking and children and adults who have a very occasional ride at slow speed.

As stated. Finish the other end. Everything is in bits. What about fixing up the Esplanade that goes up to Aldinga Bay Holiday village.

As an elderly bicycle rider, I would appreciate upgrading safe riding along the lower esplanade. Whatever is possible to improve the lower esplanade its important to plan ahead for likely additional works. A strategic approach needs to be taken with services (above and below ground), driveways, walkways, retaining structures and re-vegetation. Keep up the good work so far.

The engineering of the lower esplanade must be addressed more comprehensively. In total the ideas are strongly supported.

A footpath or shared walkway along the whole of the Lower Esplanade would be the best solution as quite a number of pedestrians and cyclists go along this strip. I appreciate the sensitivity of the dunes area but the proposed improvement do not really address the safety issues completely and only target part of the problem area. The section between Emu road and Wattle Avenue, particularly the parts with no immediate beach access points is quite dangerous for pedestrians and cyclists. Visitors to the area often create their own paths down the dunes to the beach which causes much damage to the dunes if they have to walk too far to steps and beach access.

Understanding that it is not part of this plan, urgent attention should be given to the narrow and steep section of the Lower Esplanade. It is a dangerous stretch of road for all users and should be given priority in any future plan.

People have access from 3 lots of steps, Quondong, Magpie and Wattle avenues. they will cross at those points not walk along the fence line, you have to live here to see how people use these facilities both bike and foot!!! Even new furniture along in the top path already done, the people still ride on the road!!!!

By removing 3 car parks on the corner (good idea) it will make people park on the other side of the road. This could be dangerous on the busy 'S' bend

Pedestrian crossing at Wurlie Road/Esplanade NOT a bicycle crossing further down. I live in Kestrel terrace - with an infant and am unable to take her down in a stroller or cross the road confidently. 2-3 times per week there are school groups that walk through the trails in the adjoining scrub from Boomerang terrace, Kestrel terrace, Wurlie Road, Esplanade. There needs to be a ramp for universal access at Wurlie Road - this is what local people use!!! Path needs to be constructed to link Kestrel Terrace all the way through so that Magpie Road/Wattle Avenue can be equally accessed.

Curious as to why there will be a bicycle crossing but no pedestrian crossing.

The new 're-aligned' intersection at Aldinga Beach Road and the Esplanade doesn't work, in a larger vehicle, turning left onto the Esplanade here, it's only a matter of time before there's an accident, as it's very difficult not to veer out into the oncoming traffic turning lane. Same for heading south along the Esplanade at this point, if someone is nosing out slightly from Aldinga Beach Road and there's a car in the oncoming turning lane it is very tight. 40km/hr. speed limit? Revegetate with salt tolerant native plants in new boardwalk area. Wildlife access points/tunnels under path through the coastal reserve.

From corner to lifesavers would be great to leave track as is because it is historically the old road. Need to address bikes riding past lifesavers with young members walking across as suggested relocate to behind buildings. Better also to put track behind proposed area for future restaurant.

Objection to path along the beach edge west side of dunes and road from Magpie Rd to Surf Club

Suggest concrete crushed limestone material for proposed path rather than concrete

Against removal of car spaces at end of Wattle Avenue, car spaces always required. Also removing 15 spaces from existing beach car park seems like a lot. Taking footpath through the middle of the car park seems very strange

Bicycle and kayak access to the beach at Magpie Road would be great. Also widen the current access to the shared-use path between Magpie Road and Norman Road. At present access is too narrow for bike trailers, pushers or kayaks (maybe this is already part of the plan)

Bike track along front of surf life saving club when it can easily go behind club and shed and join up with the path along the Esplanade to Silver Sands.

Currently, the ambience of the area is of a rural beach setting and I believe this will be lost as it is currently planned with concrete paths through a nature strip of sand dunes etc. This is one of the beauties of this area and it would be disappointing to lose this if the path is similar to the one in Stage 5. The path from Magpie Road to Wattle Street is an unusual and unnecessary addition to the plan. I think it would be better addressed if and when further improvements such as a boardwalk were introduced for the whole strip of road to the boat ramp at Aldinga Beach. I think it is odd to build such a small length of a wide shared use path in this section. The walk through the sand dunes should be more sympathetic to the area, and I would prefer to see a narrow boardwalk type of path through the dunes. Wouldn't it be better to have the bike path following the road instead as it is proposed in Silver Sands (and also as shown on the SA Government coastal development concept plan)? Has this been considered?

Dislike plan to cement and fence track from Wattle to Norman Road. Bikes and walkers don't mix well. Track is beautiful, nature, natural, people love this track in its rough state. Please leave this as natural walking trail and reserve. A cement path will ruin area in front of SLSC and make it dangerous on weekends. Is not this area a reserve? Full protected from commercialization. Paths and roads a walking

Dislike plan to cement and fence track from Wattle to Norman Road. Bikes and walkers don't mix well. Track is beautiful, nature, natural, people love this track in its rough state. Please leave this as natural walking trail and reserve. A cement path will ruin area in front of SLSC and make it dangerous on weekends. Is not this area a reserve? Full protected from commercialization. Paths and roads a walking

I don't like the concept in general. We visit here because it is such a nice area and beautiful. My family, although cyclists, do not like the shared concept with bicycle because they ride a much higher speed and it can be dangerous for those of us with small children. When you put in such a wide hard surface, it just going to cause accidents.

It should be looked into more closely. Talk to residents it will not work in that short distance as planned. The track should only start from the Wattle Avenue corner. Save all that money and use it more wisely!!!!

Lower Esplanade needs to be addressed. Widened road, footpath and bike path. the bike/footpath go behind life saving club their shed down the side could be relocated to back so as to not disturb sand dunes. The bike/footpath needs to move back from the vicinity of Silver Sands beach ramp for safety reasons. The footpath/bikepath behind SLSC would eliminate sharing access for life saving equipment/vehicles

The cement road is too wide and hard surface, if it was a walking path, it would be great.

The concrete path through the nature reserve including in front of the ASLC is a disaster. We do not want this, under any circumstances. The boardwalk between Wattle Avenue and Magpie 'as a start' is a ridiculous waste of money. Not wanted

The destruction of what is now a pleasant walk way. I am at a loss to understand why it needs to be paved and concreted. I do not see how it improves cyclists safety. It goes from a road to nowhere and it will decrease pedestrian safety. This area has long been left alone to maintain as much as possible the natural environment. Concrete and cement will further destroy what is left and unfortunately encouraging more people to use the area will increase rubbish dumping into what is a natural environment.

The project should finish at Aldinga Beach and visitors (cyclists/walkers) use the beach to access Sellicks/ Aldinga Beach coast line. Access to beach for cyclists could be improved at Wattle and one steps north.

The route that we have suggested would provide a Rowley Road, a good cycle and walking link between Sellicks and Aldinga central. There could also be walking paths along the coast, as there are at present but these would not impinge on native vegetation or upon aboriginal cultural sites as a shared use path may. It is a pity that so much work has been done without considering the advantages of a more inland route, it is a coastal path but there are places like here and at Hallett Cove where the path would be better placed further inland in territory that is not foreshore. But is still coastal in a wider sense. Such variations further enhance the interest of the coastal path.

As we have had a family home for 60 years at the start of the proposed shared use path, we regularly watch family groups and older cyclists and skateboarders going past. The family groups, if with small children, may cross in front of 248 Esplanade to the seaside but other cyclists are less likely to dismount and cross coming from the north. As for some skateboarders, they travel at such a speed from the south with a wider road, they may use it (the pathway) if clear of pedestrians. We enjoy the area of proposed track, even keeping the grass/weeds mowed in our area keeping it natural looking. We would prefer it to be left as it is, not like inner suburbia all artificial concrete.

We have chosen to purchase land and live in this area because of its semi-rural environment. We are happy to share this with as many cyclists and tourists as possible who want to enjoy it with us. But we do not want to turn it into a 'suburb' with 3 meter wide concrete paths through native resources. When those very things will spoil the whole reason people love it here. I'd much rather you spent the \$2.2m undergrounding dangerous power poles and building a purpose built track behind the scrub. Where it's much safer. This is an update on previous feedback after attending meeting.

Why would you want to deprive a few walkers from walking the natural dune track by constructing a concrete path?? Do you really think that cyclists travelling south on the Esplanade are suddenly going to stop at the steps and transfer to the concrete on the other side, not likely. would you walk on a concrete path when you have 6km of pristine realm to walk on again NOT LIKELY. Please abandon the concrete track to a cul-de-sac.

Yes, as we stated, make it a walking path, and not as straight.

What changes will apply to motorists when approaching or crossing the bicycle crossing zones? Are there any 'road rules' applicable in these cases? Is it possible to 'widen' or improve the visibility of the intersections at Quondong and Wurlie with the Esplanade when driving from either roads onto the Esplanade to turn north, the oncoming traffic is not visible until 'unsafe'. Many close shaves have occurred. SH006

Why didn't Council insist on installing solar power lighting instead of running lights on mains. Not very green!!!! The information signage on the Esplanade is very good. information (historical and ecological) well done.

I have noticed that the wire in the fencing along Stage 5 already has a number of out of shape sections in it and although it is a reasonably invisible fencing, it will start to look untidy quickly. Should a slightly heavier gauge be used in the fencing of Stage 6, if it goes ahead?

Look at sand coloured textured surface to Wattle/Norman Road path.

Landscaping consultation would be good with locals many local would be interested in art/sculpture to be incorporated in this area and the share path through the scrub

Need for more fencing

I live here and am a cyclist/walker. On the whole the upgrade so far are beneficial and provide greater safety for walkers/cyclists to access Aldinga Beach. However, irrelevant signs and building debris should be removed.

Increased the fencing from Norman road through to Loongana Road. Improve the lighting on the Lower Esplanade.

No but could you improve the visual impact of the toilets as in other locations of the Council - ie life saving club toilet - stage 5 requires motifs etc

No doubt this will include a ridiculous amount of signage as with everything the council does. Increasing the visual pollution along the foreshore. E.g. those stupid little give way signs on shared footpath on Aldinga Beach Road at side road crossings. How stupid do you think people are?

Not any really!!! Any improvement will be of benefit to the appeal of the area and I only see benefit in the project. Some grassed areas would also add a feature to the landscape and the colour would contrast well with the indigenous plantings.

URBAN DESIGN

Safety landscaping not to let go wild without regular trimming. Use of rubbish receptacles places evenly. Lighting made available throughout the stretch of the walk, with safety cameras.

The boardwalk is a nonsense south of Norman Road, who will maintain the wooden structure so close to the seas with salt, sand and sun.

The whole beach front upgrade is fantastic. Can you upgrade beach access and planting all along. ie from Port Willunga to Snapper Point to Morgan Street, The whole beach area is worth doing. Keep up the good work.

Would be nice to see areas for vegetation.

Many artists live in this community of Aldinga Beach, it would be good to have some collaboration from us on artwork to be incorporated into upgrade along foreshore. SH086 Improve the look of the Esplanade with sculptures/art work etc. (See Beachport entry drive) Is the Council ever going to do anything about the corner block at the junction of Aldinga Beach Road and the Esplanade? Signage here to direct right to Port Willunga left to Silver Sands and Sellicks.

Clean up the area around the bird sentry. Continue with the existing plans to improve that area. Sight seeing etc, picnic areas.

More things of interest for tourists

Well thought out. Stage 6 part 5. Could have sunday markets, summer beach dining and raise money for SLSC improvements. May need security surveillance at night.

It is considered that the proposal is cross waste of money which could be spent on advantage and far greater number of rate payers. Please leave the area as it exists. Most cyclists using the Esplanade are travelling at speed and don't use the tracks north and are highly unlikely to use the proposed, Please leave it alone.

Add a shelter at Wattle/Magpie

Boardwalk would be more suitable for Lower Esplanade for protecting our natural coastline

Do not underground powerlines – too costly

Opposition to shared bike/ pedestrian path on western side of Esplanade between Wattle and Magpie Rd

Opposition to shared path due to impact on sand dunes, impact on remnant vegetation, increase in weeds, loss of amenity of pathway, conflict with surf club, conflict with pedestrian crossing points

Remove electricity pole on corner of Wattle Ave

Request to the council for a footpath or boardwalk to be implemented on the lower esplanade

Note the walling along the eastern side of the Esplanade could be landscaped, an improvement in respect to what is currently there.

OTHER

Some time ago I submitted to Council a substantial submission about building a boardwalk from the boat ramp to Wattle Avenue. I included several photos of a boardwalk at Eden NSW which was erected over similar terrain. At the same time I strongly suggested the urgency for a platform at Wurlie Road crossing. It seems just common sense to build a platform while the other works are in progress.

I think that the bicycle track/walking track along the coast line a s marvelous think but we should try to avoid dangerous situations where we have lots of people, children being near to it as well as crossing the track for beach access on to stand or be on the fence and take in the view after they heft their car in the car park.

Please read all of the following comments. I fully accept the idea is a good one & am glad it will expand the attraction to this wonderful area but I am really horrified it has been done so far at the real expense of the roadway (Esplanade) safety --- e.g. lanes now far too narrow (try driving a normal car --let alone a bus or truck--within the marked lanes around the S bend on the Esplanade between Symonds & Palmer sts) or turning left into the Esplanade from Aldinga Beach

Rd (the latter a major arterial road)- I appreciate you later belatedly removed the concrete island that was there. The lanes are not equal on both sides as the ocean roadside was simply chopped off for the 'shared use' pathway etc without any amended lane markings. Why continue a 'bike lane' along parts of the Esplanade when provision has already been made on the ocean side for 'shared use'? Why have you not yet removed the vehicle impediments of concrete islands at left hand turns? Why does there remain a large proportion usable road in the Esplanade Rd centre marked out with 'zebra' (?) stripes? A simple 'double line' would suffice & allow more road space. Why hasn't the Esplanade road itself been resurfaced (notably South from Aldinga Beach Rd) & re-marked as was done for the road North? Why is the 'shared use' pathway South to Morgan St still not continuous? And finally why on earth did it take Council/workers so long to complete the 'shared use' pathway now done? (worker activity on the construction site over-all was minimal & at a snail pace & done in unconnected sections, the area between Morgan & Dunstan sts was left excavated to the roads edge & very dangerous for motorists for months!). It will be a motorists nightmare negotiating the Esplanade during Stage 6 given Council won't really have any 'excess' roadway to play with as has been the case to date & the dis-jointed work effort (why not start at one end & simply work through rather than ad-hoc sections here & there to date?) will probably take well over 12 months of 25klm road sign congestion(s) & work vehicles etc etc to complete. Your Logistics need some scrutiny, particularly as the 'Tour Down Under' next January will be severely impacted if you don't (& this event is a huge benefit to both this area & Sth Aust generally). Thank you for this opportunity to comment.

Do not decrease the current road surface areas for shared pathways etc. Like has occurred to the north of the boat ramp. where we now have dramatically reduced roadway, shared pathways that are rarely, if ever, used by cyclists and where parked cars now impede traffic. Obviously, whoever designed it doesn't drive on it regularly!!!!

Skew Council focus more toward keeping the roads safe and THEN implementing the design & construction of the 'Foreshore Access Plan' around that.

All of it. Badly designed. Waste of money. Don't do section 5. emergency access is adequate. Section 6 and 7 are unnecessary as traffic is minimal on those streets, easy to ride on road there safely. Section 2 - bike crossing to where???? NO put bike track along esplanade to quandong, cross road, come around back to Magpie go back on esplanade onto footpath.

Scrap it. Finish foreshore project at Aldinga beach boat ramp. Who do stage 6? Ridiculous attracting bike riders up southern Esplanade to enter new path at Wattle. Esplanade is narrow, has buses, no overtaking space with 1-1.5m rule. The coastal project has been revealed to be a bike track more than anything and the council had withheld the real reasons for this!!!!

If this was my money, I would not spend it on the Warramunga south path and associated minor road widening. But I do see a small benefit in sealing/paving the verge area on the western /sea side of the existing road up to the fence. Please do not consider anything on the eastern side of the road that would impact upon the existing aspect of adjoining lawns to the roads edge.

Before this next stage is put in place it would be great if they could finish the last stage of the development - particularly in regards to the fencing. It is an absolute disgrace and an abhorrence to the landscape of the region to see portions of the old permapipe fencing adjacent to the neatly designed new fencing along the road from snapper point deli to the Star of Greece. In fact it's an absolute embarrassment that this is being showcased worldwide when the Tour Down Under is on!!!!

Living on Wurlie Road I see a lot of people walking to the bus stops on the Esplanade. I feel there should be a footpath all the way along the Esplanade for safety reasons. You have the elderly and school children using this road. As it's a narrow road, I have seen some near misses with cars, bus, trucks and pedestrians using the road.

4. Concerned that the greatly improved beach access at the end of Magpie Road may increase visiting parking on Magpie Road which will disrupt residents of that area

Shame. Its all about he cyclist and disregarding the needs of the local residents and pedestrians

DRAFT

Attachment 4

Petitions and detailed submissions

As detailed within Appendix B of the Community Engagement Feedback Report (Attachment 3) a number of key submissions and petitions have been received highlighting specific issues and concerns with the draft concept design. In consideration and response to this feedback, several design amendments are now recommended to ameliorate these concerns as detailed in Appendix A of the Community Engagement Feedback Report.

This includes considerable feedback in relation to the proposed upgrade to the existing 550m long gravel track north of Norman Road and the proposed 130m long boardwalk south of Norman Road.

On conclusion of the community engagement process staff undertook a more detailed review of the proposed boardwalk and identified an alternative alignment that would further reduce the environmental impact, cost less to build (given its shorter length) and potentially benefit the previous petitioners by providing improved beach access.

This recommended alternative boardwalk alignment is illustrated below. The new proposed alignment would be the subject of further, additional targeted engagement of directly impacted residents within this location as part of the detailed design phase of this project.



Draft concept design car park impacts

Carpark changes are mainly centred in the Aldinga Beach Boat Ramp, where the current total capacity of 93 spaces is proposed to be reduced by 15 to 78. These are necessary for the following reasons:

- eight spaces are to link FAP5 with the beach and the Lower Esplanade with a 3 wide shared use path
- five spaces are for developing the node and integrating with the possible, future kiosk development with landscaping, footpaths, play equipment and improved drainage
- two spaces are for completing footpath connectivity.

This reduction is considered tolerable, given:

- evidence from a HDS survey of this carpark in December 2012 and January 2013, showing that demand for spaces on weekends/public holidays averaged at 10, with a maximum of 22
- virtually unlimited parking on the neighbouring drive on beach.

Further changes in three other locations were initially considered, where the current capacity of 33 was proposed to be reduced by 7 to 26. However, the recommended design amendments are expected to allow some of this parking to be retained. These corrections are indicative and subject to a detail design process, but are as follows:

- Two of the twelve spaces along the Esplanade adjacent Quondong Avenue were originally required for pedestrian crossing points. With the recommended relocation of this point, only one space would be required.
- All three informal spaces at the corner of Esplanade and Wattle Avenue were required to accommodate the shared use path within the constraints imposed by the stobie pole on the apex of this corner. With its recommended relocation, only two spaces would be required.
- Two of the eighteen informal spaces in the carpark south of Norman Road were required to accommodate the shared use path. With the recommended realignment of this part of the path, only one space would be required.

As a result of these amendments, and subject to further investigation as part of the detailed design process, a total of 25 of the 126 carpark spaces currently in the project site are proposed to be utilised for other purposes.

9.4 European Wasp Nest Destruction Service Review

This is a new proposal, concept or issue.

Manager: Ian Hawkins, Manager Community Safety

Report Author: Nicole Moore, Team Leader Community Health

Contact Number: 8384 0608

Attachments: 1. European Wasp Nest Destruction Service Review
(20 pages)

1. Purpose

The City of Onkaparinga provides a European wasp nest destruction service to destroy nests that are reported to our hotline, throughout the council area, both on private property and council owned land.

The attached report provides an analysis of the current European Wasp Nest Destruction program, and recommends that council no longer provides a European Wasp Nest Destruction service on private property.

2. Recommendations

- 1. That the European Wasp Nest Destruction Service is ceased on private land.**
- 2. That a report be tabled by the end of June 2017 that reviews the effect of the cessation of this service including the number of calls and the cost to council related to this service**

3. Background

Reviewing services, programs and processes is a key objective of our approach to continuous improvement, and aligns strongly with our continuing strategy to realise savings, efficiencies and innovation across the organisation.

In March 2013, Council endorsed the use of the Service Review Framework as one mechanism for the systematic review and improvement of our services. A key element of the framework is the service alignment model, a mechanism for identifying opportunities for rationalisation, cost savings and improvements in efficiency and effectiveness.

The European Wasp Nest Destruction service is an area with opportunities to reduce costs or streamline service delivery and as such was identified in the Service Alignment process to be subject of a review.

4. Financial Implications

The 2015-16 adopted budget provides an estimated \$6,000 in income and \$11,700 expenditure resulting in a net cost of \$5,700.

The cost to deliver the service has doubled as a consequence of State Government ceasing its contribution to the European wasp nest equalisation fund.

An estimated annual saving of about \$11 700 is anticipated if the service is discontinued.

The table below shows income and expenditure on the European Wasp nest Destruction Service since 2011:

Financial year	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016*
European wasp nests destroyed	227	509	127	525	93
Income	\$6 250	\$5 675	\$7 750	\$4 575	\$2 774
Expenditure	\$18 188	\$22 040	\$5 995	\$19 962	\$2 856
Net Cost/(profit)	\$11 938	\$16 365	(\$1 755)	\$15 387	TBD

**end of May 2016*

5. Risk and Opportunity Management

A comprehensive analysis of risks and opportunities has been undertaken for each option and recommendation and is contained at Section 11 of the attached Service Review (attachment 1).

Based on the risks and opportunities identified it is suggested that we proceed as recommended.



European Wasp Nest Destruction Service Review



Prepared by: Nicole Moore
Date: April 2016
Version: 2



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Executive Summary

1. Purpose

The City of Onkaparinga provides a European Wasp Nest Destruction service to destroy nests that are reported to our hotline, throughout the council area, both on private property and council owned land.

The service evolved, following collaboration between the State and the Local Government Association (LGA), to support and encourage Council's to provide a European wasp nest destruction service to their residents. The State Government's Department for Environment, Water and Natural Resources provided \$70,000 annually to the Local Government Association to administer an equalisation fund. This scheme provided councils with a maximum of \$25 per nest destroyed, however the funding provided was dependent on the total number of European wasp nests destroyed divided by the \$70,000. Therefore in seasons where high numbers of nests were destroyed, the actual subsidy provided was reduced.

The LGA, via its Circular 40.9 (Appendix A) advised Council's that the Department for Environment, Water and Natural Resources funding would be withdrawn beyond the 2014/15 season. The balance of the fund has offset the cost of the service during the 2015/2016 season, however, the full cost of the service will occur during the 2016/2017 season. To continue the service in its current form would require full funding from councils operating budget.

This report provides an analysis and investigation of the current European Wasp Nest Destruction program, and presents the following options for Councils consideration:

- continue to provide a European Wasp Nest Destruction service on private property, or
- limit the service ie. offers the service to concession card holders only, or
- cease the service to residents (private properties). Note, European Wasp Nests will have to be destroyed on council owned land.

2. Recommendations

That council stop the provision of a European Wasp Nest destruction service on private land. (The council still has an obligation to destroy nests on council owned land)

3. Review Findings

The cost to deliver the service has doubled as a consequence of the European wasp nest equalisation fund ending. The ongoing cost of delivering this service is likely to rise so by removing the service, there will be immediate cost savings to the council.

An immediate saving of at least \$11,700 can be made within the budget if the service is discontinued.



4. Other Options considered

- Cease the European Wasp Nest Destruction service on private land
- Provide a service to concession card holders only.



1 Background

1.1 Service Reviews

Reviewing services, programs and processes is a key objective of our approach to continuous improvement, and aligns strongly with our continuing strategy to realise savings, efficiencies and innovation across the organisation.

In March 2013, Council endorsed the use of the Service Review Framework as one mechanism for the systematic review and improvement of our services. A key element of the framework is the service alignment model, a mechanism for identifying opportunities for rationalisation, cost savings and improvements in efficiency and effectiveness.

The European Wasp Nest Destruction service is an area with opportunities to reduce costs or streamline service delivery.

1.2 Review objectives

To review the European Wasp Nest Destruction Service at the City of Onkaparinga to determine whether to:

- continue the service in its current form funding the destruction of nests on privately owned property
- provide a reduced service (provide only to concession card holders)
- cease providing a nest eradication service to the public

1.3 Linkages with other reviews

The review of European Wasp Nest Eradication service has no known impacts on any other reviews currently being undertaken.

1.4 Key Stakeholders

Business owners and subject matter experts	Ian Hawkins – Manager Community Safety Nicole Moore – Team Leader Community Health Environmental Health Team
Other internal stakeholders consulted	The Customer Relations Team
External stakeholders	Residents Rentokil (which runs the European Wasp Hotline) Council Solutions



2 City of Onkaparinga European Wasp Nest Destruction Service

2.1 Introduction

The European wasp (*Vespula germanica*) is native to Europe, North America and temperate Asia, but not Australia. The European wasp can sting repeatedly and has the potential to cause adverse effects to sensitised individuals. European wasps are scavengers and are attracted to sweet foods and meat, which is why they are commonly a nuisance at outdoor events and barbeques.

To support and encourage councils to provide a European wasp nest destruction service, the State Government's Department for Environment, Water and Natural Resources (DEWNR) provided \$70,000 annually to the Local Government Association to administer an equalisation fund. This scheme provided councils with a maximum of \$25 per nest destroyed, however the funding provided was dependent on the total number of European wasp nests destroyed divided by the \$70,000

2.2 Service History

The European wasp eradication program has been in place for a number of years and initially participating Councils as a collective were required to contribute \$70,000 to the scheme which was matched by the State Government's \$70,000 funding. In March 2009, the scheme was amended and local government was not required to contribute to the scheme, however, the maximum subsidy for European wasp nest destruction was limited to \$25 per nest.

The Department for Environment, Water and Natural Resources advised the Local Government Association that their funding of this service was being terminated at the conclusion of the 2014/15 financial year. The Local Government Association lobbied the State Government to continue to maintain their financial contribution to assist council's providing a European wasp nest destruction service beyond the 2014/15 season, however this has proved unsuccessful. As a result Council now needs to determine if it should support the continuation of the service to our residents funded directly via council's resources.

2.3 Service Legislation or mandatory requirements

There are no mandatory requirements.

2.4 Strategic Alignment

The strategic alignment is low.



2.5 Council Role

Historically in South Australia, local government has had a role in the destruction of European Wasp nests. When the European Wasp first started to cause a nuisance in the early 1970's, it was thought that destroying the European Wasps nests may eventually lead to the eradication of European Wasps in South Australia. While research into other treatment options has occurred over the years, unfortunately, the European Wasp still remains present within South Australia today.

2.6 Service Relationships

The European Wasp Nest Destruction service is linked to other pest control services within council, however the European Wasp is not considered a public health pest (A public health pest is one that is capable of carrying disease, such as rats and mosquitos).



3 Levels of Service

3.1 Service

3.1.1 Defined Levels of Service

To respond to each request for the removal of a European Wasp nest as reported to the European Wasp hotline through the use of an external pest control operator.

3.1.2 Current Level of Service

Once reported to the European Wasp Hotline, Rentokil aim to have the nest destroyed within 24 hours. The hotline service is available 24 hours per day, 7 days per week. European Wasp nests reported to the hotline on the weekend will only be attended to in emergency situations.



4 Service Delivery

4.1 Service Delivery Model

The City of Onkaparinga has had a contract agreement with Rentokil for the provision of pest control services specifically for European Wasps, for more than 10 years. The contract has been negotiated and managed by Council Solutions, a Regional Authority established in accordance with the Local Government Act 1999, to provide procurement and services to South Australian councils, including: the Cities of Marion, Salisbury and Tea Tree Gully.

The City of Onkaparinga contributes \$154 per month towards the operation of the European Wasp Hotline, which is run by Rentokil Pest Control (formerly Adelaide Pest Control). We also pay Rentokil \$70.40 per nest eradication.

The service provides for the removal of European wasp nests on both privately owned land and council land.

4.2 Staff, Volunteers and Contractors

The European Wasp nest Destruction Service relies on the use of contractors to both run the European Wasp report hotline and to destroy the nests as reported.

4.3 Processes and Procedures

A contract agreement for the provision of pest control services for the destruction of European Wasps exists with Rentokil, and is currently managed by Council Solutions.

4.4 Systems, Infrastructure and Assets

N/A

4.5 Other providers

Pest control services are provided by a range of companies in the private sector.

5 Service Users

5.1 Community Demographic

Any residents, or visitors to our council area, who discover a European Wasp Nest can report the nest to the European Wasp Hotline for destruction.

5.2 Service Utilisation

The table below details the number of calls received by the hotline and the number of European Wasp Nests destroyed by our pest controllers each year.

Table 1

Financial year	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
European wasp nests destroyed	227	509	127	525	TBA
European Wasp Hotline calls	644	1 181	167	283	TBA

5.3 User Satisfaction

While users of the service are not proactively measured against Customer service standards, the level of complaints received is nominal in response to the provision of the service.

5.4 User Value

Residents who utilise this service save the cost of a pest controller hired privately to destroy their nest. The cost will vary but is approximately \$70.



6 Service Expenditure

6.1 Service Cost

The 2015-16 adopted budget provides an estimated \$6 000 in income and \$11 700 expenditure resulting in a net cost of \$5 700.

The table below shows income and expenditure on the European Wasp nest destruction service:

Table 2

Financial year	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016*
European wasp nests destroyed	227	509	127	283	TBC
Income	\$6 250	\$5 675	\$7 750	\$4 575	\$2 774
Expenditure	\$18 188	\$22 040	\$5 995	\$19 962	\$2 856
Net Cost	\$11 938	\$16 365	(\$1 755)	\$15 387	TBD

*to date

Note: The majority of these nests are on private land, with the number of nests on council owned land approximately 10-15 nests per year.

6.2 Service Funding

The amount of reimbursement that we have received from the LGA for the destruction of nests is dependent on how many nests we have destroyed each year across South Australia. See above table for more details.

6.3 Other Related Costs

N/A



7 Overlap with similar services

7.1 Services provided by the City of Onkaparinga

N/A

7.2 Services provided by other providers

External pest control companies operate similar services and residents can engage these companies privately to destroy nests found on their land.



8 Benchmarking

8.1 Internal Benchmarking

N/A

8.2 Local Government Benchmarking

Table 3

Council	Resolved to continue providing a European Wasp Nests destruction service on Private land
Adelaide Hills	Yes
Alexandrina	Yes
Marion	No
Mitcham	Yes
Mount Barker	Yes
Yankalilla	Yes

8.3 Other Benchmarking

N/A



9 Trends and Statistics

9.1 Community Profile

N/A

9.2 Industry Trends

N/A



10 Key Findings

Recommendation

That council stop the provision of a European Wasp Nest destruction service on private land. (The council still has an obligation to destroy nests on council owned land)

Rationale

The cost to deliver the service has doubled as a consequence of the European wasp nest equalisation fund ending. The ongoing cost of delivering this service is likely to rise so by removing the service, there will be immediate cost savings to the council.

Expected Benefits

An immediate saving of at least \$11 700 can be made within the budget if the service is discontinued.



11 Options and Recommendations

11.1 Recommended Option

Option	Scenario	Description	Savings	Benefits	Risks
Cease the European Wasp Nest Destruction service on private land	Removal of the service	No longer engage the services of a pest control company to remove European Wasps from privately owned land.	A small saving of approximately \$14 500 on average per annum is anticipated. Further, a reduction in requests over time will reduce the demand on the Customer Relations team taking calls.	The main benefit to the council of removing the service is the financial savings.	<ul style="list-style-type: none"> • Negative community feedback due to the loss of the service as the community have come to expect that the council will remove nests once identified. • Residents will need to engage their own pest controller to destroy nests identified on their land. • A rise in European Wasp numbers may occur, resulting in increased nuisance effects of the European Wasp. • An increase in the amount of customer complaints due to the removal of the service.



11.2 Options considered

11.2.1 Alternative Levels of Service

Option	Scenario	Description	Savings	Benefits	Risks
Provide a service to concession card holders only.	Reducing the Service	Only provide a European Wasp nest destruction service to relevant concession card holders only.	Currently there is \$11,700 in the budget for the destruction of European Wasps – both on private and council owned land. However, the exact financial savings is unknown, as we do not know how many concession holders currently access the service.	The main benefit to the council of reducing the level of service is the financial savings.	<ul style="list-style-type: none"> • The community have come to expect that the council will remove ALL nests once identified. • There will be a lot of confusion in relation to the service and how residents will prove that they are concession card holders.
Continue European Wasp Nest Destruction service on private land, using the European Wasp hotline and current pest control company	Providing the same Service	There will be no change to the current level of service and the utilisation of the current pest control company to provide the service will remain.	There will be no savings if we continue to provide the service.	If we continue to provide the service, there is no requirement for changes or education to the community and business can continue as normal.	<ul style="list-style-type: none"> • The cost of the service will increase over time and is subject to season variations in the number of nests reported for destruction. • The conclusion of the European wasp nest destruction fund is the logical time to review and discontinue the service.



11.2.2 Alternative Service Delivery Models

N/A

11.2.3 Commercialisation

N/A

11.2.4 Operating Environment

N/A

12 Appendix A



Home > European Wasp Subsidy Fund Termination

European Wasp Subsidy Fund Termination - Circular 40.1

To	Chief Executive Officer Environment Staff Environmental Health Staff General Inspector Parks and Recreation Staff	Date	28 September 2015
Contact	Bethany Loates Email: bethany.loates@lga.sa.gov.au		
Response Required	No		
Summary	The LGA wishes to advise that the European wasp equalisation fund has been terminated as at the end of the 2014-2015 season.		

The Program has been a cooperative approach to European wasp control in South Australia and historically been a shared responsibility of State and Local Government, affected industries and the community.

The LGA was advised by the Department for Environment, Water and Natural Resources (DEWNR) that the funding for the Program beyond 2013-2014 would be removed however the LGA Secretariat held a balance in the Program.

With over 3,000 nests destroyed in the 2014-2015 season, the LGA Secretariat has made pro-rata payments to those Councils that made application and exhausted all funds.

The funding program will subsequently be terminated.

If you would like further information, please contact Bethany Loates on 8224 2038 or via email on bethany.loates@lga.sa.gov.au

9.5 April 2016 China Business Mission outcomes and opportunities

This is an update on a previously reported subject, concept or issue

Manager:	Abbey Threadgold, Manager Economic Growth and Investment
Report Author:	Johanna Bennett, Team Leader Investment Attraction and Tourism
Contact Number:	8301 7234
Attachments:	1. Onkaparinga China Business Mission itinerary (2 pages) 2. Deputy Mayor's report to Council (4 pages)

1. Purpose

To provide an update on the outcomes and opportunities of our participation in the Department of State Development (DSD) April 2016 China Business Mission.

2. Recommendation

That Council note the April 2016 China Business Mission outcomes and opportunities agenda report.

3. Background

The City of Onkaparinga was invited and participated in the April 2016 China Business Mission, organised by the State Government and led by the Premier of South Australia, as approved by Council at its [meeting held 1 March 2016](#).

The Premier was supported by ministers including the Hon Martin Hamilton-Smith (Investment and Trade, as well as Small Business) and the Hon Geoff Brock (Local Government), as well as key Department of State Development (DSD) personnel including Executive Director Matt Johnson; Director International Engagement Narelle Slivak; and Director China Jing Li. The mission occurred between 5-9 April (inclusive) and was driven by the South Australia–Shandong sister state relationship, with its 30th anniversary celebrated during the visit. The state government led mission itinerary included Jinan, Zibo, Qingdao and Yantai/Linyi.

The City of Onkaparinga was one of eight metropolitan councils (including Adelaide, Charles Sturt, Playford, Port Adelaide-Enfield, Prospect, Salisbury and West Torrens), with a total of 22 Councils attending the mission. As part of our nine day mission, we were represented by Deputy Mayor Marion Themeliotis (2-7 April), CEO Mark Dowd, Director City Operations Kirk Richardson and Onkaparinga-China Ambassador Ivan Kaukov. Our primary focus was Jinan, Zibo and Qingdao with dovetailed visits to Beijing and Shenzhen to further support our investment attraction and trade opportunities through existing, well established relationships (final itinerary is outlined in Attachment 1).

Our international business mission focused on building our city's connections, alliances and exports, with our key objectives to:

- promote city-wide opportunities for trade, investment and tourism
- sign new strategic agreements for cultural exchange, trade and collaboration in water sustainability

- formalise business relationships by extensively engaging with the highest levels of business and government from China and South Australia and
- lead and support Onkaparinga businesses by leveraging key introductions that they often cannot facilitate alone.

Our key opportunities identified for the mission (as adopted in the China Mission April 2016 Council 1 March report) included:

- signing key memorandums of understanding (MOUs)
- water - sponge cities program
- local government consortium
- tourism development
- Beijing Development Area Corporation (BDA) and Mr Tang
- friendly city with Jinan.

Our key industry sectors of focus included agribusiness, clean tech – waste and water, education and research, food and premium wine, and health and tourism.

To maximise our mission opportunities, our ON branded suite of economic growth and investment attraction collateral was updated, with key copies and our DL call to action flyer taken. This includes our industry opportunity factsheets and investment attraction opportunities across our advanced manufacturing, education, wine, tourism and food sectors. It is acknowledged that minimal printed collateral is required as the Chinese prefer online content, hence why all of our collateral is uploaded onto our online platform (ongrowingbusiness).

Onkaparinga was represented by seven businesses on the mission. We invited expressions of interest from local businesses, who aligned to the criteria and streams outlined by DSD and Austrade. Four local businesses responded directly seeking pre-departure and in-destination support. These businesses included **Braydun Hill Wines, China Face, Peat's Soil and Garden Supplies/BioBiNS and Wines** by Geoff Hardy. RPC Pipe Systems Lonsdale was represented by the Water Industry Alliance (WIA) and two businesses (Auson Pty Ltd and Chapel Hill Wines) participated in the business mission through their own arrangements or representation by their international partners.

To ensure our participating businesses were prepared for the mission we offered the following in-kind support:

- Reviewed business biographies, marketing flyers, business cards, pull up banners/standee for meetings/expos and provided a small amount of translation support to facilitate this.
- Hosted a specific pre-departure session introducing businesses participating prior to departure including delivering an intensive business and cultural etiquette session in partnership with the University of Adelaide Confucius Institute.
- On the ground support from our Onkaparinga-China Ambassador and participating staff during the mission including business fairs, meetings and presentations.
- Marketing and promotion support through our MARCOM plan for the mission.

The mission provided opportunities to forge new relationships and continue to build upon existing relationships. Highlights of the business mission included signing key memorandums of understanding, presentations on waste and water and an 'Onkaparinga dinner' hosted by Jinan Business of Commerce (capitalised on as part

of a last minute opportunity to introduce participating businesses and LG consortium representatives to our key Chinese contacts/relationships).

Key Onkaparinga Outcomes

Activity	Outcomes and Opportunity	Next Steps
Signing key MOUs	Signed a tripartite MOU with WIA and Shandong Ronghui Guantong (SRG) Company Ltd to respond to the Sponge Cities Construction Program in Jinan to achieve the export of products, services and technology and systems. Signed by Deputy Mayor Marion Themeliotis and witnessed by Minister Martin Hamilton-Smith as part of the High Level Official South Australia- Shandong Working Group meeting. MOU for cooperation and development between RPC Pipe Systems Pty Ltd and SRG Company.	Creating opportunities for local businesses through the Sponge Cities Construction project via the development of a water business and expert consortium/cluster coordinated and managed by the WIA. More Sponge City project sites have just being announced – there are now 32 cities accumulating to a multi-billion dollar project with real opportunities for local and SA water related businesses through our MOU and relationship with SRG. RPC and SRG committed to move towards a joint venture agreement to be signed in Shanghai. The status of this has not been provided to date.
Water and waste and recycling presentations	Delivered two keynote presentations on water and waste management in Jinan to the highest level of government officials and businesses from China and South Australia. The presentations led to further business discussions and opportunities for Onkaparinga businesses (RPC and Peats Soil/BiobiNs).	Exploring specific opportunities for Peats Soil with the Sponge Cities Program and Shandong Shangshi Ecological Agricultural Science and Technology Company Limited who own a number of agribusinesses (and are exploring opportunities in Onkaparinga).
Local Government Consortium	Developed a consortium with the cities of Salisbury (relationship with Linyi), Charles Sturt (Yantai) and Adelaide (Qingdao), Playford (Zibo) – Onkaparinga (Jinan). The consortium creates scale and capacity to China, collaboration focused on opportunities, a coordinated approach by incorporating industry alliances, clear roles and responsibilities for the	We are communicating with Salisbury, Playford and West Torrens in regards to water as well as seeking opportunities to support Salisbury and Playford regarding food, sport and education business. Continue discussions with Jinan on our relationship sector focus areas including water, food, wine, tourism, waste and sustainability,

Activity	Outcomes and Opportunity	Next Steps
	consortium members (each council owns their MOU and city relationships).	logistics, ICT, health care and manufacturing.
Shandong Shangshi Ecological Agricultural Science and Technology Company Limited (SSEAST)	Progressed discussions with SSEAST on our MOU objectives (MOU signed in September 2015). Mrs Sun and colleagues presented plans to Onkaparinga delegates for five companies to be represented in Onkaparinga/SA.	Deputy Mayor Themeliotis recently met with the proposed SA Director for SSEAST during her visit to SA. Discussions are continuing to further explore options and the level of support that would be required to realise this opportunity.
Tourism Development	The mission provided the opportunity to meet with Mr Chung Fung to progress discussions regarding his statement of intent to develop a luxury tourism accommodation development in the McLaren Vale wine region.	We are working closely with state government including the Premiers office to facilitate the support we require from state government to bring the development to fruition.
Beijing Development Area Corporation (BDA) and Mr Tang	This mission provided the opportunity to visit one of BDA's shopping complexes where Mr Tang is offering a shop site for a potential Onkaparinga-SA experiential shop (potentially supported by an e-commerce platform). Purus Group, who is undertaking a feasibility of the shop and e-commerce platform, also attended the site visit and subsequent discussions. Discussions continued regarding the Noarlunga Regional Centre (NRC) Revitalisation Project, tourism development, trade and export opportunities and resulted in BDA signing an MOU focussed on these opportunities.	Investigating the feasibility and potential business model for the experiential shop with the opportunity to be led by Onkaparinga however pursued on a larger scale for the state. State government support will be required to secure the initiative and is to be discussed at an upcoming meeting with relevant ministers. Invitation for BDA to visit Onkaparinga following the launch of 'market approach' for NRC.
Friendly City with Jinan	A commitment from Jinan City Government to enter into a Friendly City Agreement to be signed as part of the inbound Shandong mission to South Australia in September 2016.	We are working with the state government to schedule the signing of the friendly city agreement as part of the Shandong inbound mission in September. Further details of the inbound mission and our role, will be provided to elected members once

Activity	Outcomes and Opportunity	Next Steps
		confirmed with DSD.
Wine distributor	Visited CTC Wines operations in Shenzhen to build the new relationship and discuss opportunities with McLaren Vale Grape Wine and Tourism Association (MVGWTA).	Update MVGWTA on discussions and the site visit and arrange a follow up meeting with CTC Wines Explore opportunities with the proposed e-commerce platform and Beijing shop.

4. Financial Implications

A budget of \$37,300 was approved for the mission. A summary of expenditure is outlined below which relates to the Deputy Mayor, CEO, Director City Operations and Onkaparinga-China Ambassador.

Item	Actual
Flights, accommodation, meals, visas, DSD participation fees:	\$32,328
- Two x staff (Chief Executive Officer, Director, City Operations)	
- One Elected Member (Deputy Mayor)	
Onkaparinga Ambassador (includes translations, meetings, travel, accommodation)	\$10,300
Marketing collateral	\$833
Cultural gifts (for China VIP's) (Australian made, some produced in Onkaparinga and all purchased locally in Onkaparinga stores)	\$545
TOTAL	\$44,006

It is noted overall that the expenditure exceeded the approved budget due to increased costs in international airfares and accommodation as these items are subject to price change until booked. The best available prices were secured following Council's endorsement of the mission. Expenditure on other approved items was below budget. This overspend has been absorbed through an Investment Attraction and Tourism budget line.

The Onkaparinga business networking dinner was hosted (and paid for) by the Jinan Bureau of Commerce and Shandong Ronghui Guantong Company. Wine at the dinner was offered, and provided, by Wines by Geoff Hardy.

5. Service Alignment Results

Community Plan 2035 – Goal 3: A Prosperous Economy – Strategic Actions 3.2.4

Economic Growth and Investment Strategy: Grow Business, Grow Investment, Grow Communities and Tourism.

We have strategic, active and effective involvement in economic development, working to identify opportunities that leverage the highest benefits for business growth and employment within our city. Our focus is to facilitate foreign investment to deliver our long term strategic projects; as well as building business capability to increase potential for trade and export, ultimately delivering employment growth opportunities for our local businesses.

6. **Risks and Opportunities**

There are no risks or opportunities in noting this report.

7. **Additional information**

Key local business outcomes

The quality of our business engagement undertaken for the April 2016 mission to Shandong is reflected in the tangible outcomes / results, as well as the feedback from the local businesses who participated in the mission. Highlights include:

Key outcomes

- **Peat's Soil** and Garden Supplies / BioBiNS, their participation in the mission resulted in further presentations in Jinan and a side business trip to Japan from Shandong which subsequently resulted in:
 - an agreement signed in connection with a new \$40 million Sorghum biofuels project at a site in Guangzhao, China to process the organic waste into a reusable product with an end value of up to \$100,000.
 - immediate discussions to potentially employ 3-4 new staff due to the new business opportunities in Shandong, and opportunity for additional jobs in the longer term
 - a meeting in May 2016 with China consular officials in Canberra to discuss their local expertise and contract opportunities to develop a sustainable agriculture project to be hosted in Jinan.
 - receiving a private delegation from Shandong on 2 June 2016 to discuss investment in a biofuels project with sites in Whyalla and Queensland.
- Onkaparinga businesses introduced to potential China partners and operating exclusive presentations and functions in Jinan leading to export deals and business relationships being established.
- More than 90 business connections made in Shandong – with the Jinan, Qingdao and Yantai business fairs proving to be most productive. Of these 90 business connections, an estimated one in five are thought to be genuine buyers or clients whose demand exceeds opportunities available locally.
- Eight new export leads and two new export deals were established, with three Onkaparinga businesses returning to China within one month of the mission to further negotiations with the connections they made.

Local business feedback

- 100% satisfaction reported by Onkaparinga businesses that they achieved their business objectives. 75% of businesses advised **they were 'very satisfied'**.
- Almost all of the businesses provided comments that without the introductions and presentations Onkaparinga facilitated, they would not have been able to achieve the same business outcomes and level of engagement themselves.
- The Deputy Mayor, CEO and Director City Operations specifically credited for their professionalism and facilitating introductions to business and government in China and South Australia that local businesses could not achieve themselves.
- 100% of our businesses would recommend the China Mission program to others and also wish to participate in future missions.

Other Opportunities

South Australia Shandong (SA:SD) Connect business to business online platform

The platform, developed by the LGA to showcase South Australian products and services to Shandong businesses and improve trade, was launched as part of the mission in each city visited.

Currently six Onkaparinga businesses have registered in addition to the businesses who participated in the mission. We are currently exploring opportunities in cooperation with Australia China Business Council (ACBC) to further promote the platform and encourage additional Onkaparinga businesses to register.

China Power Club

Port Adelaide Football Club (PAFC) is the first AFL club to host a business matching forum designed to bring Australian and Chinese businesses and investors together **around football events. The 2016 season is the inaugural year of PAFC's China Power Club.**

Following the Mayor and CEO's approval, the City of Onkaparinga has signed up (through a corporate sponsorship) as a community partner for the China Power Club – opportunity also taken up by the City of Playford.

This corporate sponsorship offers numerous benefits including:

- strategic relationships - introductions/networking/hosting of government and businesses/investors on a state, national and international level
- facilitation into new trade/investment markets - Hong Kong and Shanghai (high net worth investors)
- potential to leverage benefits for our friendly and sister city relationships along with other local relationships and projects
- alignment with a strong SA club/brand.

Full sponsorship benefits are currently being finalised.

Qingdao Beer Festival 2016

Following the Shandong Mission, Adelaide City Council has offered an opportunity for local governments to attend the Qingdao Beer Festival and leverage a relationship that they have forged with the Royal Adelaide Club. The opportunity entails participating in a VIP trade exhibition, which is primarily associated with hosting exclusive functions and meetings, showcasing South Australian produce, which has also attracted significant investment by the South Australian Government.

The opportunity we have been extended is only available to local governments and local businesses. We have declined the opportunity for 2016 but have informed appropriate local businesses.



Attachment 1 - Final Onkaparinga China Business Mission itinerary

Date	Activity	Key objective
Sunday 3 April Beijing	<ul style="list-style-type: none"> Meeting with Beijing Development Area Corporation Meeting with Craig Katz - Purus Group <p>Series of three meetings with BDA including site inspections with Managing Director - Mr Tang</p>	Meeting with BDA to develop business relationship centred around Noarlunga Regional Centre, discussions around tourism developments, trade opportunities and general investment
Monday 4 April Beijing	Site visits of BDA tourism and retail development sites.	Discussion around potential tourism investment and exchange between BDA in Beijing and Onkaparinga
	Cultural half day (public holiday in China)	Tour of Beijing and key sites
Jinan	Late afternoon and evening meetings with representatives of Shandong Ronghui Guantong, SSEATC, Jinan Bureau of Commerce. Linuo Group of companies and other business contacts	Discussion on broader outcomes and opportunities being sought by companies and potential investment opportunities in Onkaparinga
Tuesday 5 April Jinan	Visit Linuo solar site and manufacturing plant	Visit of solar factory and accompanying development which houses its 8000 employees. Overview of Linuo group provided. They are seeking to further establish themselves in Australia
	Roundtable discussion with Linuo Group	
	Luneng Taishan Soccer Club Tour	Visit of site and inspection of facilities
	Local Government Briefing	Briefing for LG representatives
	South Australia-Shandong 30th Anniversary Welcome Reception and briefing	Launch event for the mission
	Onkaparinga - Jinan Business Networking Dinner	Business dinner sponsored by Jinan Bureau of Commerce and Wines by Geoff Hardy, hosted by Onkaparinga
	<i>*exclusive to City of Onkaparinga, at nil cost</i>	Successful networking dinner introducing council and local Onkaparinga businesses to China partners and building relationships with government at all levels
Wednesday 6 April Jinan	Official Launch/Opening Ceremony	Networking with South Australia and China government officials
	Business Fair - morning session	Supporting Onkaparinga businesses and leading introductions to China investors
	City of Onkaparinga Memorandum of Understanding signing ceremony	Signing of new strategic agreements between Onkaparinga, SA Water Industry Alliance and businesses in Onkaparinga and Shandong relating to China's Sponge City project
	High Level meeting with Jinan Municipal People's Government (Jinan City Council)	Reached agreement for ongoing business and cultural exchange with commitment towards a Friendly City Agreement to be signed in Adelaide in September 2016



	<p>City of Onkaparinga presentations on waste and water</p> <p>City of Onkaparinga – bilateral meeting with Jinan Municipal People's Government re water management, waste and sustainability</p> <p>Business to business meetings on Sponge City concept held thereafter</p> <p>Gala Dinner - 30th anniversary of Shandong/SA</p>	<p>CEO keynote presentations on water and waste management to a high level government and business audience</p> <p>Introduction of South Australia expertise, involving Water Industry Alliance and Peat's Soils and Garden Supplies making additional presentations</p> <p>Discussions and negotiations for a pilot project to be undertaken on a village in China, involving South Australia businesses and local expertise</p> <p>Networking with potential China investors</p> <p>Discussions with up to five companies to establish offices in Onkaparinga and associated investment e.g. purchasing agricultural land</p> <p>Discussion to establish a local chamber of the Shandong Bureau of Commerce</p>
Thursday 7 April Jinan – Zibo - Qingdao	Site visit: Sponge City construction site	Pilot site visited by WIA, Hassels, a number of local government representatives. Discussions about Sponge City project
Zibo	<p>Zibo - Inspection of sporting and education facilities</p> <p>Zibo - South Australian Business Fair</p> <p>Briefings from Zibo CCPIT</p>	<p>Explore opportunities for collaboration</p> <p>Provide support for Onkaparinga businesses</p> <p>Zibo commercial sector appetite for trade and investment</p>
Qingdao	DSD Business Networking Event	Business networking
Friday 8 April Qingdao	<p>Official opening of 30th Anniversary SA-SD Business Fair, Launch of SA-SD Connect</p> <p>South Australia Business Fair</p> <p>Briefings from AusCham Qingdao and Qingdao CCPIT regarding Qingdao commercial sector appetite for trade and investment</p>	<p>Business networking</p> <p>Provide support to businesses. Meetings with potential investors</p> <p>Business networking</p>
Saturday 9 April Shenzhen	<p>Meeting and site visit at CTC Wines</p> <p>Meeting with Gainfast Holdings Managing Director Mr Chung Fung</p>	<p>Agreement with potential investor to further explore opportunities for exporting of wine from McLaren Vale/Onkaparinga region</p> <p>Tour of Gainfast Holdings and meetings to discuss tourism investment in Onkaparinga and potential investment in Noarlunga Regional Centre</p>
Sunday 10 April		



Attachment 2 – Deputy Mayor's report to council China Mission April 2nd – April 7th 2016



The Mission ~

To focus on the City of Onkaparinga's engagement with China, build and strengthen on our long term sister city relationship and on building connections, alliances and exports.

China presents a great opportunity for new growth in key sectors of the South Australian economy. The April 2016 mission to Shandong was a significant event commemorating the 30th year anniversary of the relationship between South Australia and Shandong.

Onkaparinga is one of 22 South Australian councils playing a key role in the mission.

This business mission also focused on promoting the small businesses that travelled with us and providing them with connections, engagement opportunities and support for future economic growth.

The mission focused on trade and investment in areas identified and having the greatest prospectively for engagement with Shandong.

I had the opportunity to take part in this mission with our CEO Mark Dowd and Director, City Operations Kirk Richardson.

~ The mission covered 5 cities in Shandong ~

- Ji'nan (relationship with City of Onkaparinga)
- Qingdao (relationship with City of Adelaide)
- Zibo (relationship with City of Playford)
- Yanti (relationship with City of Charles Sturt)
- Linyi (relationship with City of Salisbury)



Our role ~

- Educate local business and help build and help their capacity do business in China.
- Showcase local industries and investment opportunities to the Chinese
- Open doors for our businesses and facilitate establishment of trade and investment links.
- Build a strong government-to-government relationship, with Jinan that can foster collaboration and identify opportunities for trade, investment, property development, job creation and knowledge transfer across the key industry sectors in both cities for mutual benefit.

to



~ Businesses we travelled with ~

Onkaparinga businesses participating are in the wine, organic resources, international business, and manufacturing industries

- Carol Bradley-Dunn – Braydun Hill Vineyards
- Kathryn Brewer – China Face
- Richard Dolan - Wines by Geoff Hardy
- Peter Wadewitz – Peats Soil & Garden Supplies

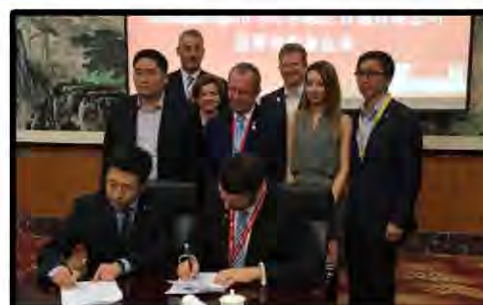


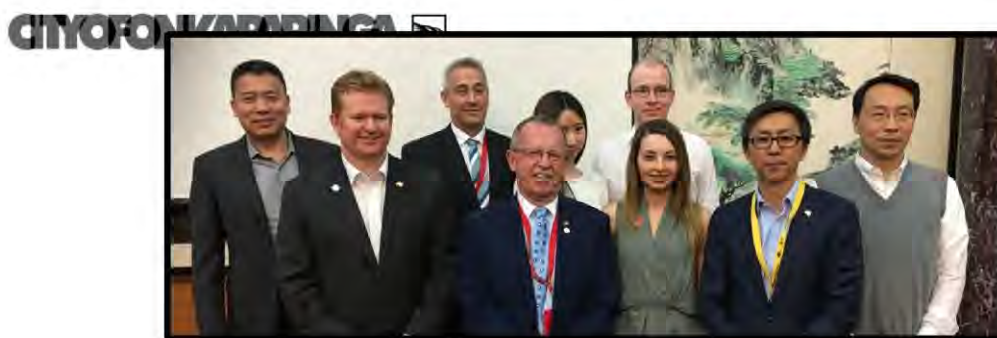
Outcomes ~

- Supporting local businesses and leveraging introductions
- Matching businesses with like-minded Chinese partners for potential business exchange
- On return to SA follow up with partners to achieve tangible business outcomes.

CITY OF ONKAPARINGA

- Signing of MOU - City of Onkaparinga/City of Jinan - It is proposed that this agreement will build on Onkaparinga's existing Memoranda of Understanding with the Jinan Bureau of Commerce and Jinan-based business consortiums - Shangshi Ecological Agricultural Science and Technology Company (SSEASTC), and Shandong Ronghui Guantong (SRG) Company. Aims to identify opportunities in our respective cities for trade, investment and job creation and prioritise these opportunities to ensure we can meet the immediate and long term economic goals for both our cities, and create an environment conducive to success for our local industries and business.
- MOU - City of Onkaparinga/WIA - Currently developing a partnership agreement with the Water Industry Alliance (WIA) enabling WIA to support local businesses and represent council's best interests on water related matters when in China (under the LG consortium approach).
- MOU - City of Onkaparinga/Water Industry Alliance/Shandong Ronghui Guantong Co Ltd - Extend on the existing MOU between Council and SRG Company to more broadly and collaboratively formalise an agreement with South Australian companies (through the water business and expert consortium) for the production of rainwater collection products and services commissioned for export from Australia to China. Formalise the relationship between all 3 parties and enable WIA to act as the representative of the consortium (and Council) to work together with SRG Company.
- MOU - Shandong Ronghui Guantong Co Ltd /RPC Pipe Systems Pty Ltd (Lonsdale company) (represented by WIA) - formalising an agreement between RPC Pipe Systems Pty Ltd and SRG Company for the supply of RPS rainwater collection products and services commissioned for export from Australia to Jinan (targeted at the Sponge Cities Program).
- Promoting city-wide opportunities for trade, investment and tourism
- Meeting with Luneng Taishan Soccer Club to discuss potential soccer opportunities between Jinan and Onkaparinga.
- Presentation to Jinan (city/Bureau of Commerce) and the full delegation on water (sponge cities) and waste and sustainability including introducing WIA and Peats Soil as part of the presentations - link with LG consortium).
- Fostering business and government relationships in China
- Roundtable discussions with key businesses in China
- Meeting with SSEASTC to progress MOU and business start-up discussions
- Meetings with other key investors in Jinan (Beijing and Shenzhen)





Final thoughts ~

It was evident that Mayor Rosenberg, Mark and several Directors who had previously travelled to China, have worked hard to secure outcomes and opportunities not only for the City of Onkaparinga but for our local businesses.

Our Council has been fortunate to establish a number of relationships with key investors and businesses in China. It is important to continue to grow and nurture these relationships. Constant communication is critical to maintaining the relationships we have built so far.

Our city is a leader in engaging with business and government locally and in China and creating opportunities for trade, tourism, investment and cultural exchange.

As a Council we are focused on sustainable growth and development, diversifying our economy, strengthening our partnering relationships and fostering strong, vibrant communities.

I was extremely excited about the level of interest in our city and look forward to forging new partnerships in China with a focus on property development, business investment, infrastructure, advanced manufacturing, tourism, and education

However, it must be remembered that the business of investment attraction is fast-paced and constantly changing

This is why we must strike while the iron is hot, respond quickly to opportunities, and develop creative ways of partnering with government and private investors to bring projects and investment to fruition.

Through our investment attraction efforts we have made considerable advances in a range of areas that will lead to long term benefits for our communities.

Council's engagement with China is leading to beneficial economic, cultural and environmental outcomes here in Onkaparinga and SA

Finally I would like to thank Councillors for allowing me the opportunity to travel to China and I look forward to having further discussion with Councillors on our partnership with China in future.



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9.6 Annual Delegations Review 2016

This is a regular or standard report.

Manager:	Desma Morris, Manager Governance
Report Author:	Matthew Lawrence, Senior Governance Officer
Contact Number:	8384 0126
Attachments:	<ol style="list-style-type: none">1. Delegations Register Parts 1 Acts A – E (90 pages)2. Delegations Register Part 2 Acts F – H (38 pages)3. Delegations Register Part 3 Acts I – Q (88 pages)4. Delegations Register Part 4 Acts R – Z (85 pages)5. Instrument of General Approval and Delegation to Council dated 22 August 2013 from the Minister for Transport and Infrastructure (12 pages)

Attachments 1 - 4 are provided under separate cover

1. Purpose

Section 44(6) of the *Local Government Act 1999* requires Council to review its delegations at least once every financial year. The updated Delegations Register Parts 1-4, provided under separate cover to this report, reflect any new and or amended legislative obligations since the last annual review, and are marked in red. In order to ensure efficiency and clarity, all existing delegations under review are revoked in their entirety and new delegations put in place by way of a Council resolution.

2. Recommendations

Revocation

That, having conducted its annual review of the Council's Delegations Register in accordance with section 44(6) of the *Local Government Act 1999*, the Council:

- 1. Hereby revokes its previous delegations to the Chief Executive Officer of those powers and functions under the following Acts, namely:**
 - ***Burial and Cremation Act 2013 and Burial and Cremation Regulations 2014***
 - ***Community Titles Act 1996***
 - ***Crown Land Management Act 2009***
 - ***Development Act 1993 and Development Regulations 2008***
 - ***Dog & Cat Management Act 1995***
 - ***Environment Protection Act 1993 and Environment Protection (Waste to Resources) Policy 2010***
 - ***Environment Resources and Development Court Act 1993***
 - ***Expiation of Offences Act 1996***
 - ***Fences Act 1975***

- ***Fire and Emergency Services Act 2005 and Fire and Emergency Services Regulations 2005***
 - ***Food Act 2001***
 - ***Freedom of Information Act 1991 and Freedom Of Information (Fees And Charges) Regulations 2003***
 - ***Gaming Machines Act 1992***
 - ***Graffiti Control Act 2001***
 - ***Harbors and Navigation Act 1993***
 - ***Heavy Vehicles National law (South Australia) Act 2013***
 - ***Housing Improvement Act 1940***
 - ***Land & Business (Sale and Conveyancing) Act 1994***
 - ***Liquor Licensing Act 1997***
 - ***Local Government Act 1934***
 - ***Local Government Act 1999***
 - ***Native Vegetation Act 1991***
 - ***Natural Resources Management Act 2004, Natural Resources Management (General) Regulations 2005 and Natural Resources Management (Transitional Provisions - Levies) Regulations 2005***
 - ***Private Parking Areas Act 1986***
 - ***Real Property Act 1886***
 - ***Residential Parks Act 2007***
 - ***Roads (Opening & Closing) Act 1991***
 - ***Road Traffic Act 1961 (SA), Road Traffic (Miscellaneous) Regulations 1999 and Road Traffic (Road Rules – Ancillary and Miscellaneous Provisions) Regulations 1999***
 - ***Safe Drinking Water Act 2011***
 - ***South Australian Public Health Act 2011 along with the South Australian Public Health (Legionella) Regulations 2013 and the South Australian Public Health (Wastewater) Regulations 2013***
 - ***State Records Act 1997***
 - ***Strata Titles Act 1998***
 - ***Supported Residential Facilities Act 1992***
 - ***Unclaimed Goods Act 1987***
 - ***Water Industry Act 2012 and Water Industry Regulations 2012***
2. Hereby revokes its previous delegations to its Development Assessment Panel under the *Development Act 1993* and *Development Regulations 2008*.

Delegation

3. Delegations made under *Local Government Act 1999*

In exercise of the power contained in Section 44 of the *Local Government Act 1999* the powers and functions under the following Acts and specified in each Instrument of Delegation contained within attachments 1-4 (each of

which is individually identified as indicated below) are hereby delegated this day 5 July 2016 to the person occupying the office of Chief Executive Officer ('the Delegate') and to any person acting in that office, subject to the conditions and or limitations specified herein or in the Schedule of Conditions in each Instrument of Delegation, namely:

- ***Burial and Cremation Act 2013 and Burial and Cremation Regulations 2014*** (Appendix 4 in attachment 1)
- ***Community Titles Act 1996*** (Appendix 5 in attachment 1)
- ***Crown Land Management Act 2009*** (Appendix 6 in attachment 1)
- ***Development Act 1993 and Development Regulations 2008*** (Appendix 7 in attachment 1)
- ***Dog & Cat Management Act 1995*** (Appendix 8 in attachment 1)
- ***Environment Protection Act 1993 and Environment Protection (Waste to Resources) Policy 2010*** (Appendix 9 in attachment 1)
- ***Environment Resources and Development Court Act 1993*** (Appendix 10 in attachment 1)
- ***Expiation of Offences Act 1996*** (Appendix 11 in attachment 1)
- ***Fences Act 1975*** (Appendix 1 in attachment 2)
- ***Fire and Emergency Services Act 2005 and Fire and Emergency Services Regulations 2005*** (Appendix 2 and 3 in attachment 2)
- ***Freedom of Information Act 1991 and Freedom Of Information (Fees And Charges) Regulations 2003*** (Appendix 4 in attachment 2)
- ***Food Act 2001*** (Appendix 5 in attachment 2)
- ***Gaming Machines Act 1992*** (Appendix 6 in attachment 2)
- ***Graffiti Control Act 2001*** (Appendix 7 in attachment 2)
- ***Harbors and Navigation Act 1993*** (Appendix 8 in attachment 2)
- ***Heavy Vehicle National Law (South Australia) Act 2013*** (Appendix 9 in attachment 2)
- ***Housing Improvement Act 1940*** (Appendix 10 in attachment 2)
- ***Land & Business (Sale & Conveyancing) Act 1994*** (Appendix 1 in attachment 3)
- ***Liquor Licensing Act 1997*** (Appendix 2 in attachment 3)
- ***Local Government Act 1999*** (Appendix 3 in attachment 3)
- ***Native Vegetation Act 1991*** (Appendix 4 in attachment 3)
- ***Natural Resources Management Act 2004, Natural Resources Management (General) Regulations 2005 and Natural Resources Management (Transitional Provisions - Levies) Regulations 2005*** (Appendix 5 in attachment 3)
- ***Private Parking Areas Act 1986*** (Appendix 6 in attachment 3)
- ***Real Property Act 1886*** (Appendix 1 in attachment 4)
- ***Residential Parks Act 2007*** (Appendix 2 in attachment 4)
- ***Roads (Opening and Closing) Act 1991*** (Appendix 3 in attachment 4)

- ***Road Traffic Act 1961 (SA), Road Traffic (Miscellaneous) Regulations 2014 and Road Traffic (Road Rules – Ancillary and Miscellaneous Provisions) Regulations 2014*** (Appendix 4 in attachment 4)
- ***Safe Drinking Water Act 2011*** (Appendix 5 in attachment 4)
- ***South Australian Public Health Act 2011, South Australian Public Health (Legionella) Regulations 2013 and the South Australian Public Health (Wastewater) Regulations 2013*** (Appendix 6 in attachment 4)
- ***State Records Act 1991*** (Appendix 7 in attachment 4)
- ***Strata Titles Act 1988*** (Appendix 8 in attachment 4)
- ***Supported Residential Facilities Act 1992*** (Appendix 9 in attachment 4)
- ***Unclaimed Goods Act 1987*** (Appendix 10 in attachment 4)
- ***Water Industry Act 2012 and Water Industry Regulations 2012*** (Appendix 11 in attachment 4)
- ***Work Health and Safety Act 2012*** (Appendix 12 in attachment 4)

Such powers and functions may be further delegated by the Chief Executive Officer in accordance with Sections 44 and 101 of the *Local Government Act 1999* as the Chief Executive Officer sees fit, unless otherwise indicated herein or in the Schedule of Conditions contained in each Instrument of Delegation.

Delegation to Fire Prevention Officer(s) under Fire and Emergency Services Act 2005

In exercise of the power contained in section 44 of the *Local Government Act 1999* the powers and functions under the *Fire and Emergency Services Act 2005* and specified in the Instrument of Delegation contained within attachment 2 - Delegations Register Part 2 Acts F – H and marked as Appendix 3 is hereby delegated this day 5 July 2016 to persons occupying the office of Fire Prevention Officer, subject to the conditions and limitations indicated herein or in Schedule B 'Conditions' contained in the Instrument of Delegation.

4. Delegations under the *Development Act 1993*

In exercise of the powers contained in Section 20 and 34(23) of the *Development Act 1993*, the powers and functions under the *Development Act 1993* and the *Development Regulations 2008* contained in the Instrument of Delegation (annexed to the Report dated 5 July 2016 and entitled Delegations Register Part 1 Acts A- E and marked as Appendix 7 in attachment 1) are hereby delegated this day 5 July 2016 to the person occupying the office of Chief Executive Officer ('the Delegate') and to any person acting in that office, subject to the conditions or limitations indicated herein or in the Schedule of Conditions contained in the Instrument of Delegation under the *Development Act 1993*.

Such powers and functions may be further delegated by the Chief Executive Officer as the Chief Executive Officer sees fit and in accordance with the relevant legislation unless otherwise indicated herein or in the Schedule of Conditions contained in the Instrument of Delegation under the *Development Act 1993*.

In exercise of the powers contained in section 20 and 34(23) of the *Development Act 1993* the powers and functions under the *Development Act 1993* and the *Development Regulations 2008* contained in the Instrument of

Delegation (annexed to the Report dated 5 July 2016 and entitled Delegations Register Part 1 Acts A - E) and which are specified below are hereby delegated to the Council's Development Assessment Panel, subject to any conditions specified herein or in the Schedule of Conditions contained in the Instrument of Delegation under the *Development Act 1993*.

<i>Development Act 1993 and Regulations 2008</i>		
Sections		
33, 33(1)(c), 33(1)(d), 33(3), 35(2), 37A(5), 37A(6), 38(10)(a) and (b), 38(11), 39(2), 39(4)(a),	39(5), 39(6), 39(7), 39(7)(d), 39(8), 40(3), 42(1) and (3), 42(4), 42(6), 42(8)(b) 50, 50(1), 50(2)(d), 50(3),	50(3a), 50(7), 50(11), 50A(5), 50A(5)(c), 50A(5)(d), 52A(2)(a), 52A(2)(c), 52A(5) Regulations 16(1) and 30(4)

5. Delegations under the *Food Act 2001*

In exercise of the powers contained in section 91 of the *Food Act 2001*, the powers and functions under the *Food Act 2001* contained in the Instrument of Delegation (annexed to the Report dated 5 July 2016 and entitled Delegations Register Part 2 Acts F – H and marked as Appendix 5 in attachment 2) are hereby delegated this day 5 July 2016 to the person occupying the office of Chief Executive Officer ('the head of the enforcement agency' for the purposes of the *Food Act 2001*), ('the Delegate') and to any person acting in that office, subject to the conditions or limitations indicated herein or in the Schedule of Conditions contained in the Instrument of Delegation under the *Food Act 2001*.

Such powers and functions may be further delegated by the Chief Executive Officer as the Chief Executive Officer sees fit and in accordance with the relevant legislation unless otherwise indicated herein or in the Schedule of Conditions contained in the Instrument of Delegation under the *Food Act 2001*.

6. Delegations under *Supported Residential Facilities Act 1992*

In exercise of the power contained in section 9 of the *Supported Residential Facilities Act 1992*, the powers and functions under the *Supported Residential Facilities Act 1992* contained in the proposed Instrument of Delegation (annexed to the Report dated 5 July 2016 and entitled Delegations Register Part 4 Acts R – Z and marked as Appendix 6 in attachment 4) are hereby delegated this day 5 July 2016 to the person occupying the office of Chief Executive Officer, and to any person acting in that office, subject to the conditions or limitations indicated herein or in the Schedule of Conditions contained in the Instrument of Delegation under the *Supported Residential Facilities Act 1992*.

Such powers and functions may be further delegated by the Chief Executive Officer as the Chief Executive Officer sees fit and in accordance with the relevant legislation unless otherwise indicated herein or in the Schedule of Conditions contained in the Instrument of Delegation under the *Supported Residential Facilities Act 1992*.

7. Authorisations and sub-delegation under the *Road Traffic Act 1961*

In accordance with the Instrument of General Approval and Delegation to Council dated 22 August 2013 from the Minister for Transport and Infrastructure (the 'Instrument') (see attachment 5) the Council authorises the following persons pursuant to Clause A.7 of the Instrument to endorse Traffic Impact Statements for the purposes of Clause A of the Instrument provided that such persons shall take into account the matters specified in Clause A.7 of the Instrument in respect of Traffic Impact Statements:

Darren Blasdale, Bill Cirocco, Chris Haskas, Garry Herdegen, Simon Pettman, Kirk Richardson.

In accordance with Clause A.7 of the Instrument, the Council is of the opinion that the following persons are experienced traffic engineering practitioners for the purposes of preparing a Traffic Impact Statement as required by Clause A.7 of the Instrument:

Bill Cirocco, Chris Haskas, Garry Herdegen, Simon Pettman, Kirk Richardson.

In exercise of the power contained in, and in accordance with, Clause G.1 of the Instrument, the power contained in section 33(1) of the *Road Traffic Act 1961* and delegated to the Council pursuant to Clause G of the Instrument and contained in the Instrument of Sub-delegation (annexed to the Report dated 5 July 2016 and entitled Delegations Register Part 1 Acts A - E and marked as Appendix 1) is hereby sub-delegated this day 5 July 2016 to the person occupying the office of Chief Executive Officer of the Council subject to:

- (i) the conditions contained in the Instrument; and**
- (ii) any conditions contained in this Resolution or in the Instrument of Sub-delegation; and**
- (iii) the creation of a separate instrument in writing reflecting such Sub-delegation under the Instrument and this Resolution.**

In accordance with Clause E.2 of the Instrument, the Council is of the opinion that the following persons have an appropriate level of knowledge and expertise in the preparation of Traffic Management Plans:

Bill Cirocco, Chris Haskas, Garry Herdegen, Simon Pettman, Kirk Richardson.

8. Delegations under *Safe Drinking Water Act 2011* (of enforcement agency)

In exercise of the power contained in section 43 of the *Safe Drinking Water Act 2011* the powers and functions of the Council as a relevant authority under the *Safe Drinking Water Act 2011* contained in the Instrument of Delegation (annexed to the Report dated 5 July 2016 and entitled Delegations Register Part 4 Acts R - Z and marked as Appendix 3 in attachment 4) are hereby delegated this day 5 July 2016 to the person occupying the office of Chief Executive Officer, and to any person acting in that office, subject to the conditions or limitations indicated herein or in the Schedule of Conditions contained in the Instrument of Delegation under the *Safe Drinking Water Act 2011*.

Such powers and functions may be further delegated by the Chief Executive Officer as the Chief Executive Officer sees fit and in accordance with the relevant legislation unless otherwise indicated herein or in the Schedule of Conditions contained in the Instrument of Delegation under the *Safe Drinking Water Act 2011*.

9. Policy – Operational Delegations (Appendix 3 in attachment 1)

9.1 By-Laws

The Chief Executive Officer is delegated the power to grant permission under Council by-laws to any person who seeks consent/permission to undertake an activity that is otherwise prohibited by a provisions of a Council by-law.

This power may be further delegated by the Chief Executive Officer as the Chief Executive Officer sees fit.

9.2 General Prosecutions/ Representations

In exercise of the powers contained in Section 44(1) of the *Local Government Act 1999* the Council delegates this day 5 July 2016 to the person occupying the office of Chief Executive Officer (and any person appointed to act in that position) the power under relevant Acts to:

- a) commence a prosecution for a breach of the relevant Statute, where the Statute empowers the Council to commence prosecution for a breach and**
- b) represent the Council or arrange representation for the Council in all proceedings before a Court, other than a Court of Summary Jurisdiction or a Local Court or a superior court, to which the Council is a party, subject to the condition that the Chief Executive Officer is not delegated the power to commence proceedings before the Court, other than a Court of Summary Jurisdiction or a Local Court, on behalf of the Council.**

Such powers may be further delegated by the Chief Executive Officer to an officer or officers of the Council (including any person appointed to act in any such position) as the Chief Executive Officer sees fit.

3. Background

Section 44 of the *Local Government Act 1999* (the Act) allows a Council to delegate, with conditions or exemptions, its powers and functions to a Council committee, a Council subsidiary, the Chief Executive Officer (CEO) or an authorised person. There are also powers and functions that are directly assigned to the CEO by legislation.

New and or updated delegation templates provided by the Local Government Association (LGA) have been used, as appropriate, for this delegations review. The updated Delegations Register Parts 1-4 collectively comprise the proposed delegated authority from Council to the CEO for the purposes of conducting its governing, regulatory and service activities efficiently and effectively. Proposed changes to delegations have occurred for two main reasons:

- legislative changes - either because of the introduction of new Acts or amendment(s) to existing Acts with resulting changes to delegable powers
- a reassessment of powers and functions that could be delegated under existing legislation.

4. Financial Implications

The review of delegations, in accordance with the *Local Government Act 1999*, does not have financial implications outside of existing budgets.

6. Risk and Opportunity Management

Risk	
Identify	Mitigation
Failure to fulfil legislative obligations leading to risk of prosecution, Ombudsman enquiry and or loss of reputation.	Inclusion of powers and functions in Council's Delegations Register. Staff expertise or specialisation in different legislative requirements. Internal audit work program includes legislative compliance audits.

Opportunity	
Identify	Maximising the opportunity
Operational efficiencies through the delegation of powers and functions to the CEO which may then also be sub-delegated to appropriate staff.	It is not practical for the Council to perform the many operational activities required in the day to day administration of council. The powers identified in the various delegation templates are considered necessary by the relevant business area(s) to ensure efficient and effective operational responses.

7. Additional information

Review process

Governance sought input from all relevant Managers and Directors to affirm for both new and existing delegated powers pursuant to the relevant legislation:

- if any delegation changes were required and/or remained appropriate
- where any powers should not be delegated and remain with Council
- if any organisational or positional amendments were required.

Changes to existing and or new delegations have been highlighted in red in each Instrument of Delegation contained within attachments 3 and 4. No changes have occurred within the attachments 1 and 2 for this review.

A summary of changes has been provided (Table 1) overleaf.

Next steps

The Delegations Register Parts 1 - 4 will be updated following Council's consideration. This will include new sub-delegations arising from new legislation and the revision of existing sub-delegation instruments to ensure the relevant officers have been sub-delegated appropriate powers or functions by the Chief Executive Officer.

Table 1. Summary of changes

Legislation	Change	Summary
<i>Local Government Act 1934</i>		This Act was repealed on 31 March 2016, with the powers being absorbed into the <i>Local Government Act 1999</i> and the impending <i>Local Nuisance and Litter Control Act 2016</i>
<i>Local Government Act 1999</i> Attachment 3	Additional legislation	Power to adopt informal gatherings policy – not delegated . Sections 90(8a)(a) and (8c)
	Amended legislation	Boundary Adjustment Facilitation Panel replaced by Minister. Section 27(7).
		Requirement for consideration of a report on prudential issues. Section 48(1)
		Amendment of publication requirements. Sections 50(4), (6), 92(5), 123(5) (9), 132(3), 219(7)
		Review of valuation process. Section 169(15)(b).
		Increase to length of lease term. Section 202(4)
		Notification of vehicle removal. Section 237(4)
		Review of decisions and requests for service. Section 270(a1)
	Deleted legislation	Boundary Adjustment Facilitation Panel replaced by Minister, making Sections 21(4)(b), 22(b), 27(1) and 27(2) obsolete. Vegetation Clearance. Section 299.
<i>Real Property Act 1886</i> Attachment 4	Additional legislation	Crown lease execution and registration – not delegated . Section 93.
		New powers added to the Act to manage priority notices (conveyancing actions). Sections 154 and 221.
	Amended legislation	Change from Registrar-General to Lands Title Registration Office as the relevant authority. Section 191.
<i>South Australian Public Health (General) Regulations 2013</i> Attachment 4	Additional legislation	Requirement under the Regulations to notify the Registrar-General of a charge on land in relation non-compliance with a notice. Regulation 5.
<i>Supported Residential Facilities Act 1992</i> Attachment 4	Additional legislation	Power to vary or revoke an exemption upon request from the proprietor of a facility. Section 57.
	Deleted legislation	Advisory Committee no longer referred to in this Act. Section 29(4).

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Attachments 1-4

Provided under separate cover

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**INSTRUMENT OF GENERAL APPROVAL AND DELEGATION TO COUNCIL
USE OF TRAFFIC CONTROL DEVICES, ROAD CLOSURE AND GRANTING OF
EXEMPTIONS FOR EVENTS**

ROAD TRAFFIC ACT 1961 (SECTIONS 17, 20 & 33)

MINISTER FOR TRANSPORT AND INFRASTRUCTURE

REVOCATION OF PREVIOUS INSTRUMENT

I, Tom Koutsantonis, Minister for Transport and Infrastructure in the State of South Australia, in accordance with the powers conferred on the Minister by the *Road Traffic Act 1961*, **REVOKE** the previous Instrument issued by the Minister entitled "Notice to Council to use Traffic Control Devices and to close roads and grant exemptions for events" dated 27 April 2009.

INSTRUMENT OF GENERAL APPROVAL

**GENERAL APPROVAL FOR THE INSTALLATION, MAINTENANCE, ALTERATION,
OPERATION OR REMOVAL OF TRAFFIC CONTROL DEVICES**

I, Tom Koutsantonis, Minister for Transport and Infrastructure in the State of South Australia, pursuant to section 12 of the *Road Traffic Act 1961* ("the Act"), hereby grant the following **GENERAL APPROVALS** to Council:

A. Traffic Control Devices

For the purpose of sections 17(1) and (2) of the Act, I grant Council **GENERAL APPROVAL** to install, maintain, alter, operate, or remove, or cause to be installed, maintained altered, operated, or removed any traffic control device on, above or near a road which is under its care, control and management subject to the following conditions **EXCEPT** those traffic control devices specified in Clause A.8 or those dealt with in other clauses of this instrument:

A.1 Authorisation of other Officers

Council may authorise any Officer to exercise the powers conferred on it pursuant to Clause A of this Instrument. Any Authorisations to any Officer must be made by instrument in writing and approved by the Chief Executive Officer on behalf of Council. All actions carried out by any Officer in accordance with Clause A must be done so "for, and on behalf of the Council". Records must be kept of any Authorisations made pursuant to this clause. Council may attach any conditions to such Sub-Authorisations that it considers appropriate.

A.2 Conformity with the *Road Traffic Act*

All traffic control devices used pursuant to Clause A must conform to the requirements of the Act and any Rules and Regulations made under the Act.

A.3 Conformity with the Australian Standards and the Code

All traffic control devices must conform to the requirements of and be installed, maintained, altered, operated or removed in accordance with the applicable Australian Standards, and the provisions contained in the Code and the applicable Australian Standards, as amended from time to time.

The Code refers to and invokes the applicable Australian Standards. The Code must be read together with, but takes precedence over, all applicable Australian Standards.

A.4 Notification to adjoining Councils

Council must notify an adjoining Council before installing, altering or removing a traffic control device on a road that runs into or intersects with, or is otherwise likely to affect traffic on a road (including its flow, speed and composition) that is under the care, control and management of another Council.

Where a Council uses a traffic control device to effect section 32 of the Act, that is, closing a road for traffic management purposes, and the road runs into the area or along the boundary of another Council, each affected Council must concur with the road closure or part road closure.

A.5 Notification to the Commissioner of Highways

Council must notify the Commissioner of Highways before installing, altering or removing a traffic control device on a road that runs into or intersects with, or otherwise is likely to affect traffic on a road (including its flow, speed and composition) that is under the care, control and management of the Commissioner of Highways.

A.6 Consultation on traffic signals

If Council wishes the Commissioner of Highways to maintain Council's:

- (a) traffic signals at intersections;
- (b) emergency services traffic signals;
- (c) mid-block traffic signals (pedestrian actuated crossings);
- (d) signals at Koala crossings; or
- (e) signals at Wombat crossings with flashing lights,

then Council must consult with the Commissioner of Highways when proposing to install the said signals for the purpose of standardising the equipment and establishing a uniform maintenance program.

A.7 Traffic Impact Statement

Before any traffic control device is installed, altered or removed, a Traffic Impact Statement must be prepared by a person, who in the Council's opinion is an experienced traffic engineering practitioner.

The Traffic Impact Statement must be endorsed by a person authorised by Council.

The Traffic Impact Statement summarises the investigations undertaken to justify the installation, alteration or removal of traffic control devices and must address road safety issues and the traffic management effects for all road users, including cyclists and pedestrians. It need not be a lengthy document. The Code provides further guidance on the preparation of Traffic Impact Statements.

A Traffic Impact Statement is not required for the installation, alteration or removal of traffic control devices on road-related areas that do not constitute a public place.

A.8 Traffic control devices requiring separate approval

General approval does not apply to those traffic control devices:

- (a) specifically listed in the Code requiring separate approval; or
- (b) not contained in or referred to in the Australian Standards or the Code; or
- (c) not complying with clause A.3.

Council must obtain separate approval to install, maintain, alter, operate or remove, or cause to be installed, altered, operated or removed, any traffic control device specified in this clause.

Council must address applications for approval under this clause to the Commissioner of Highways who will consider the application as the Minister's delegate. The application must include a Traffic Impact Statement, any plans, and relevant supporting documentation.

B. Speed Limits at Works on Roads

For the purpose of section 20(2) of the Act, I grant Council **GENERAL APPROVAL** to place signs on a road for the purpose of indicating the maximum speed to be observed by drivers while driving on, by or towards

- a work area; or
- a work site

where workers are engaged, or works are in progress at the direction of Council, subject to the following conditions:

B.1 Authorisation of other Officers

Council may authorise any Officer to exercise the powers conferred on it pursuant to Clause B of this Instrument. Any Authorisations to any Officer must be made by instrument in writing and approved by the Chief Executive Officer on behalf of Council. All actions carried out by that Officer in accordance with Clause B must be done so "for, and on behalf of the Council". Records must be kept of any authorisation made pursuant to this clause. Council may attach any conditions to such Sub-Authorisations that it considers appropriate.

B.3 Conformity with the *Road Traffic Act*

The maximum speed to be indicated by signs must be in accordance with section 20 of the Act.

B.4 Conformity with the SA Standards

All traffic control devices must conform to the requirements of and be installed in accordance with the provisions contained in the SA Standards.

B.5 Persons who may act on behalf of Council

For the purposes of this clause, the following people may act on behalf of Council:

- (a) an employee of Council; or
- (b) an employee of a contractor or sub-contractor engaged to carry out works on a road on behalf of Council.

B.6 Training and Accreditation

At all times when a worker is present at a work area or work site at least one worker must:

- have gained accreditation in the DPTI Workzone Traffic Management Training Program; and
- carry a card or certificate certifying accreditation in this course when engaged at a work area or work site; and
- have undertaken re-training in the DPTI Workzone Traffic Management Training Program within the last 3 years.

B.7 Record Keeping

Any person acting on behalf of Council pursuant to Clause B must comply with the SA Standards that outline the procedures and guidelines for record keeping required for the overall safety and smooth operation of a traffic guidance scheme.

C. Traffic Control Devices at Works on Roads

For the purposes of sub-section 17(3) of the Act, I grant Council **GENERAL APPROVAL** to install, display, alter, operate, or remove, any traffic control device in relation to an area where persons are engaged in work or an area affected by works in progress, or in relation to part of a road temporarily closed to traffic under this Act or any other Act. This approval is subject to the following conditions:

C.1 Authorisation of other Officers

Council may authorise any Officers to exercise the powers conferred on it pursuant to Clause C of this Instrument. Any Authorisations to any officer must be by instrument in writing and approved by the Chief Executive Officer on behalf of Council. All actions carried out by that Officer in accordance with Clause C must be done so "for, and on behalf of the Council". Records must be kept of any authorisation made pursuant to

this clause. Council may attach any conditions to such Sub-Authorisations that it considers appropriate.

C.2 Conformity with the Road Traffic Act

All traffic control devices must conform to the requirements of, and be installed, displayed, altered, operated or removed in accordance with the Act and any Rules and Regulations made under the Act.

C.3 Conformity with the Code, and SA Standards

All traffic control devices must conform to the requirements of and be installed, displayed, altered, operated or removed in accordance with the provisions contained in the Code, the SA Standards and the applicable Australian Standards.

C.4 Persons who may act on behalf of Council

For the purposes of this clause, the following people may act on behalf of Council:

- (a) an employee of Council; or
- (b) an employee of a contractor or sub-contractor engaged to carry out works on a road on behalf of Council.

C.5 Training and Accreditation

At all times when a worker is present in an area where persons are engaged in work or an area affected by works in progress at least one worker must:

- have gained accreditation in the DPTI Workzone Traffic Management Training Program; and
- carry a card or certificate certifying accreditation in this course when engaged at a work area or work site; and
- have undertaken re-training in the DPTI Workzone Traffic Management Training Program within the last 3 years.

C.6 Record Keeping

Any person acting on behalf of Council pursuant to Clause C must comply with the SA Standards that outline the procedures and guidelines for record keeping required for the overall safety and smooth operation of a traffic guidance scheme.

D. Temporary Parking Controls

For the purpose of sub-section 17(3) of the Act, I grant Council **GENERAL APPROVAL** to install, display, alter, operate, or remove a traffic control device for the purposes of imposing, varying or abolishing a parking control on a temporary basis on a road which is under its care, control and management, subject to the following conditions:

D.1 Authorisation of other Officers

Council may authorise any Officers to exercise the powers conferred on it pursuant to Clause D of this Instrument. Any Authorisations to any Officer must be made by instrument in writing and approved by the Chief Executive Officer on behalf of Council. All actions carried out by that Officer in accordance with Clause D must be done so "for, and on behalf of the Council". Records must be kept of any authorisation made pursuant to this clause. Council may attach any conditions to such Sub-Authorisations that it considers appropriate.

D.2 Conformity with the Act

All temporary parking controls must conform with the requirements of, and be installed, displayed, altered, operated or removed in accordance with the Act and any Rules and Regulations made under the Act.

D.3 Conformity with Australian Standards and the Code

All temporary parking controls must conform to the requirements and be installed, displayed, altered, operated or removed in accordance with the provisions contained in any applicable Australian Standards and the Code.

The Code refers to and invokes the Australian Standards. The Code must be read together with, but takes precedence over, all applicable Australian Standards.

D.4 Information on Signs

A temporary parking control used in accordance with Clause D must display the words "TEMPORARY PARKING CONTROL" in a prominent position.

D.5 Limitation of Temporary Parking Controls

A temporary parking control used in accordance with Clause D cannot have effect for a period exceeding 35 days.

D.6 Records of Temporary Parking Controls

Council must keep records of any use of temporary parking controls.

E. TRAFFIC CONTROL DEVICES FOR EVENTS

For the purposes of section 17 of the Act, I grant Council **GENERAL APPROVAL** to install, maintain, alter, operate or removed, or cause to be installed, maintained altered, operated, or removed, a traffic control device for the purpose of an event other than those specified in Clause A.8 of this Instrument, on, above or near a road which is under its care, control and management subject to the following conditions:

E.1. Conformity with the Road Traffic Act

All traffic control devices used pursuant to Clause E of this Instrument must conform to the requirements of the Act, and any Rules and Regulations made under the Act.

E.2. Conformity with Plan

All traffic control devices must be installed in accordance with a Traffic Management Plan prepared by a person who in the opinion of the Council has an appropriate level of knowledge and expertise in the preparation of traffic management plans.

Council need not comply with Clause A.7 of this Instrument where using a traffic control device for the purpose of an event.

E.3. Notification to adjoining Councils

Council must notify an adjoining Council before installing, altering or removing a traffic control device on a road that runs into or intersects with, or otherwise is likely to affect traffic (including its flow, speed and composition) on a road that is under the care, control and management of another Council.

E.4 Notification to the Commissioner of Highways

Council must notify the Commissioner of Highways before installing, altering or removing a traffic control device on a road that runs into or intersects with, or otherwise is likely to affect traffic on a road (including its flow, speed and composition) that is under the care, control and management of the Commissioner of Highways.

INSTRUMENT OF DELEGATION

I, Tom Koutsantonis, Minister for Transport and Infrastructure in the State of South Australia, pursuant to section 11 of the *Road Traffic Act 1961* ("the Act") hereby **DELEGATE** the powers as detailed in the following clauses –

F. GRANT APPROVAL TO ANOTHER ROAD AUTHORITY

I **DELEGATE** to Council the power conferred on the Minister pursuant to section 17 of the Act to **SPECIFICALLY APPROVE** the installation, maintenance, alteration, operation or removal of a traffic control device in the municipality or district of Council by a road authority on, above or near a road under the care, control and management of the said road authority subject to the following conditions:-

F.1 Sub-Delegation and Authorisation to other Officers

This delegation cannot be sub-delegated without my express approval. Council may, however, authorise any officers to exercise the powers conferred on Council pursuant to Clause F of this Instrument.

Any Authorisations to any Officer should be made by instrument in writing and approved by the Chief Executive Officer on behalf of Council. All actions carried out by that officer in accordance with Clause F must be done so "for, and on behalf of the Council". Records must be kept of any authorisation made pursuant to this clause.

F.2 Conformity with the Road Traffic Act

All traffic control devices used pursuant to Clause F of this Instrument must conform to the requirements of the Act, and any Rules and Regulations made under the Act.

☐ **F.3 Conformity with the Australian Standards and the Code**

All traffic control devices must conform to the requirements of and be installed, maintained, altered, operated or removed in accordance with the provisions contained in the applicable Australian Standards and the Code.

The Code refers to and invokes the Australian Standards. The Code must be read together with, but takes precedence over, all applicable Australian Standards.

F.4 Power of approval subject to same Conditions in Clause A

The power of Council to grant approvals under Clause F is subject to the same conditions that apply to Council under Clause A where Council itself is the road authority.

F.5 Record Keeping

☐ Council must keep accurate records of any approval granted to another road authority pursuant to Cause F of this Instrument.

G. CLOSE ROADS AND GRANT EXEMPTIONS FOR EVENTS

I DELEGATE to Council my power in sub-section 33(1) of the Act to declare an event to be an event to which section 33 applies and make orders directing:

- (a) that specified roads (being roads on which the event is to be held or roads that, in the opinion of the Council, should be closed for the purposes of the event) be closed to traffic for a specified period; and
- (b) that persons taking part in the event be exempted, in relation to the specified roads, from the duty to observe the Australian Road Rules specified in Clause G.4 subject to the conditions in Clause G.5

G.1 Sub-Delegation to other Officers

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Council may sub-delegate the power delegated to Council pursuant to Clause G of this Instrument subject to the following conditions:

1. Council may only sub-delegate the power to the person for the time being occupying the position of Chief Executive Officer of Council; and
2. Any such sub-delegation must be made by instrument in writing by Council resolution; and
3. The sub-delegate cannot direct the closure of a road or and grant an exemption for an event on a road that runs into or intersects with, or is otherwise likely to affect traffic (including its flow, speed and composition) on a road that is under the care, control and management of another Council or the Commissioner for Highways; and
4. Council's sub-delegate is subject to all conditions that are imposed on Council under Clause G, in relation to the closure of a road or the grant of an exemption for an event; and
5. Council may impose any other conditions deemed necessary on its sub-delegate in relation to the closure of a road or the grant of an exemption for an event; and
6. Council cannot authorise any other person to exercise the powers conferred on Council, pursuant to G of this Instrument.

G.2 Roads and Road-Related Areas to which Delegation Applies

Council may only exercise the powers of the Minister in sub-section 33(1) of the Act with respect to a road under its care, control and management.

G.3 Conformity with the Road Traffic Act

Council when exercising the powers of the Minister in sub-section 33(1) of the Act must comply with the requirements of section 33 of the Act.

G.4 Exemption from Australian Road Rules

Council can only grant exemptions from the following Australian Road Rules and subject to the conditions listed in Clause G.5:

1. Rule 221: Using hazard warning lights;
2. Rule 230: Crossing a road — general;
3. Rule 231: Crossing a road at pedestrian lights;
4. Rule 232: Crossing a road at traffic lights;
5. Rule 234: Crossing a road on or near a crossing for pedestrians;
6. Rule 237: Getting on or into a moving vehicle;
7. Rule 238: Pedestrians travelling along a road (except in or on a wheeled recreational device or toy);
8. Rule 250: Riding on a footpath or shared path;

- 9. Rule 264: Wearing of seat belts by drivers;
- 10. Rule 265: Wearing of seat belts by passengers 16 years old or older;
- 11. Rule 266: Wearing of seat belts by passengers under 16 years old;
- 12. Rule 268: How persons must travel in or on a motor vehicle;
- 13. Rule 269: Opening doors and getting out of a vehicle etc;
- 14. Rule 298: Driving with a person in a trailer.

G.5 Conditions on Exemptions from Australian Road Rules

Council may only grant exemption from the following Australian Road Rules provided any such exemption contains the following minimum conditions:

- 1. Rule 237: Getting on or into a moving vehicle – provided the speed of the vehicle does not exceed 5 km/h;
- 2. Rule 264: Wearing of seat belts by drivers – provided the speed of the vehicle does not exceed 25 km/h;
- 3. Rule 265: Wearing of seat belts by passengers 16 years old or older – provided the speed of the vehicle does not exceed 25 km/h;
- 4. Rule 266: Wearing of seat belts by passengers under 16 years old – provided the speed of the vehicle does not exceed 25 km/h;
- 5. Rule 268: How persons must travel in or on a motor vehicle – provided the speed of the vehicle does not exceed 25 km/h;
- 6. Rule 269: Opening doors and getting out of a vehicle etc – provided the speed of the vehicle does not exceed 5 km/h;
- 7. Rule 298: Driving with a person in a trailer – provided the speed of the vehicle does not exceed 25 km/h.

G.6 Notification to Commissioner of Highways

Council must notify the Commissioner of Highways of any declaration under sub-section 33(1) at least two weeks prior to the date of the event.

G.7 Notification to Emergency Services and Public Transport Services Division

Council must notify the SA Metropolitan Fire Service, SA Country Fire Service, SA State Emergency Service, the SA Ambulance Service and the Public Transport Services Division of the Department of Planning, Transport and Infrastructure ("DPTI") as appropriate, of any declaration under sub-section 33(1) at least two weeks prior to the date of the event.

G.8 Notification to Traffic Management Centre, Metropolitan Region

Where an event requires intervention by DPTI to ensure the safe and efficient conduct and movement of traffic, Council must ensure that it or the event organiser contacts the Traffic Management Centre, Metropolitan Region (ph: 1800 018 313) no less than 15 minutes prior to the commencement of the event and immediately upon completion of the need for such intervention.

G.9 Notification to Commissioner of Police

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Council must notify the Commissioner of Police of any declaration under sub-section 33(1) at least two weeks prior to the date of the event.

G.10 Agreement of Commissioner of Police

If Council proposes to make an order under sub-section 33(1) that involves any motor vehicular traffic, Council must first obtain the agreement of the Commissioner of Police before making an order that exempts a person from any of the following Australian Road Rules: 230, 231, 232, 234 and 238.

G.11 Use of Advance Warning Signs

Where the event will significantly and/or adversely affect a road which is under the care, control and management of the Commissioner of Highways, Council must ensure that the event organisers place advance warning notification signs on the affected roads. The signs must clearly indicate to the public the times and dates of the temporary road closure.

G.12 Effect on Roadside Furniture

Where an event affects any roadside furniture owned or maintained by the Commissioner of Highways or road markings, Council must ensure that it or the event organiser reinstates such furniture or markings to its original condition.

H. DEFINITION OF TERMS

For the purposes of this Instrument, unless a contrary intention appears:
Words defined in section 5 of the Act have the same meaning as in the instrument.

A reference to a road includes a reference to a road-related area unless it is otherwise expressly stated.

Council means a council constituted under the *Local Government Act 1999*;

Code means the Code of Technical Requirements, as amended from time to time (formerly known as the Code of Technical Requirements for the Legal Use of Traffic Control Devices);

Event means event as defined in section 33 of the *Road Traffic Act 1961* namely an organised sporting, recreational, political, artistic cultural or other activity, and includes a street party;

Officer means Council employee

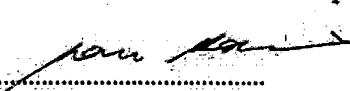
SA Standards means the Department of Planning, Transport and Infrastructure's SA Standard for Workzone Traffic Management;

Work area means work area as defined in section 20(1) of the Act, namely a portion of road on which workers are, or may be, engaged;

Work site means a portion of road affected by works in progress, together with any additional portion of road used to regulate traffic in relation to those works or for any associated purpose.

I. FUTURE VARIATIONS TO THIS INSTRUMENT

This Instrument may be revoked or varied by a subsequent Instrument in writing.


.....
Hon Tom Koutsantonis MP
MINISTER FOR TRANSPORT AND INFRASTRUCTURE
Dated this 22 day of AUGUST 2013

9.7 Code of Conduct for Council Members - Ombudsman's report and recommendations (GC2015-11)

CEO:	Mark Dowd, Chief Executive Officer
Report Author:	Desma Morris, Manager Governance
Contact Number:	8384 0734
Attachments:	1. Ombudsman's Final Report (14 pages)

1. Purpose

This report provides a copy of the Ombudsman's final report and recommendations in relation to a complaint regarding Cr Sandra Brown made under the Code of Conduct for Council Members (the Code), Part 3 – Misconduct pursuant to the requirements of Section 63(1) of the *Local Government Act 1999* (the Act) and the Code of Conduct for Council Members as published by the Minister for Planning.

The Code of Conduct for Council Members requires Council to pass resolutions that give effect to any recommendations received from the Ombudsman within two ordinary meetings of Council following the receipt of the final report and recommendations. The Ombudsman's final report and recommendations were received on 17 June 2016.

2. Recommendations

- 1. Council notes that as per Section 63(1) of *The Local Government Act 1999* the Code of Conduct for Council Members, Part 3 Misconduct:**
 - a. A report from the Ombudsman that finds a Council Member has breached Part 3 – Misconduct of the Code of Conduct for Council Members must be provided to a to a public meeting of Council, as attached to the agenda report.**
 - b. Council is required to pass resolutions that give effect to any recommendations received from the Ombudsman in relation to a breach.**
- 2. Council notes that the Ombudsman's final report found, that within the meaning of Section 25(1)(a) of the *Ombudsman Act 1972*, that Cr Sandra Brown breached the following clauses of the Code of Conduct for Council Members:**
 - a. Clause 3.5 of the Code of Conduct for Council Members by attempting to improperly direct a member of council staff to act in their capacity as a Local Government employee for an unauthorised purpose.**
 - b. Clause 3.7.1 of the Code of Conduct for Council Members by seeking a benefit of the entrance into a cycling event for her family members.**
 - c. Clause 3.15 of the Code of Conduct for Council Members by utilising council resources for a private purpose.**
- 3. That Council notes the following Ombudsman's recommendations as set out in the final report as per Section 25(2) of the *Ombudsman Act 1972*:**
 - a. In relation to the breach of Clause 3.5, the Ombudsman recommends that Cr Sandra Brown undertakes training in relation to her roles and responsibilities as an elected member.**

- b. In relation to the breach of clause 3.7.1, the Ombudsman recommends that Cr Sandra Brown undertakes training in relation to gifts and benefits and conflict of interest and be reprimanded by means of a public statement.**
 - c. In relation to the breach of Clause 3.15, the Ombudsman recommends that Cr Sandra Brown undertakes training in relation to gifts and benefits and be reprimanded.**
- 4. Council gives effect to the Ombudsman's recommendations by resolving that Cr Sandra Brown liaise with the Manager Governance as per the Ombudsman's recommendation under per Section 25(2) of the *Ombudsman's Act 1972*, that training be undertaken in relation to:**
 - Roles and responsibility as an elected member**
 - Gifts and benefits**
 - Conflict of interest.**
- 5. That Council gives effects to the Ombudsman's recommendations and reprimands Cr Sandra Brown for breaching the Code of Conduct for Council Members, Clauses:**
 - 3.7.1 - Council members must not seek gifts or benefits of any kind**
 - 3.15 – Council members must not use Council resources, including services of council staff, for private purposes, unless legally or properly authorised to do so, and payments are made where appropriate.**

3. Background

Clause 2.15 of the Code sets out that a Council Member who is of the opinion that a breach of Part 3 - Misconduct of the Code has occurred, must report the breach to the Principal Member of the Council or Chief Executive Officer, the Ombudsman or the Office for Public Integrity.

Clause 2.16 of the Code sets out that a failure to report an alleged or suspected breach of Part 3 - Misconduct of the Code is a breach of Part 2- Behaviour.

Complaints made under Part 3 – Misconduct of the Code are referred to and investigated by the Ombudsman or the Office for Public Integrity.

Council received a complaint containing allegations in relation to the conduct of Cr Sandra Brown on 3 March 2015.

A preliminary assessment was undertaken in which it was identified that the allegations contained in the complaint relate to Part 3 - Misconduct of the Code and the complaint was referred to the Ombudsman on 22 June 2015.

The Ombudsman provided the following reports to council:

- Provisional views on 21 October 2015
- Revised provisional views on 4 February 2016
- Draft final report on 27 April 2016
- Final report on 17 June 2016.

4. Financial Implications

The financial implications in this report apply to the training that the Ombudsman recommends that Cr Sandra Brown undertake. The cost of the recommended training to be undertaken is approximately \$900.

6. Risk and Opportunity Management

Risk	
Identify	Mitigation
The Code of Conduct for Council Members, Part 3 - Misconduct, provides that a final report from the Ombudsman must be provided to a public meeting of the Council within two weeks of receiving the report.	The provision of the Ombudsman's report to this public meeting of Council satisfies the legislative requirements of the Code of Conduct for Council Members.

Opportunity	
Identify	Maximising the opportunity
Council Members comply with all legislative requirements of their role and abide by the Code of Conduct for Council Members	Appropriate training constructively assists elected members to understand the roles and responsibilities of the position and to uphold the values of honesty, integrity, accountability and transparency, and in turn, foster community confidence and trust in Local Government.

7. Additional information

The Ombudsman's final report regarding the complaint in relation to Cr Sandra Brown is available at attachment 1.



OmbudsmanSA

Enquiries: Ms Sarah Fairhead Hall
Telephone: 08 8226 8699
Ombudsman reference: 2015/04783
Agency reference: GC2015-11

Mayor Rosenberg
City of Onkaparinga
PO Box 1
NOARLUNGA CENTRE SA 5168

Dear Mayor

Investigation of complaint against Cr Sandra Brown

I refer to the Ombudsman's draft final report dated 22 April 2016.

This Office has now concluded its investigation; and the purpose of this letter is to provide you with the final views about your complaint. They are set out in the enclosed report. I have sent a copy to Cr Brown.

I have also sent a copy of my report to the Minister for Local Government as required by section 25(3) of the *Ombudsman Act 1972*.

As you may be aware, the Ombudsman Act imposes certain obligations¹ on my office and others, including complainants, officers and members of the council to keep information about my investigation confidential. However, if I consider that disclosure of that information is in the public interest, then I may authorise or require its disclosure.

In my opinion, there is a public interest in disclosure of final reports under the Ombudsman Act. Therefore, I authorise disclosure of this report by the parties as they see fit.

¹ *Ombudsman Act 1972*, section 26.

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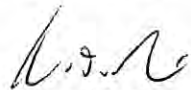
Telephone 08 8226 8699
Facsimile 08 8226 8602
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✉ ombudsman@ombudsman.sa.gov.au
www.ombudsman.sa.gov.au

Doc:4127509

I advise that I may publish the report on the Ombudsman SA and AustLII websites. If you have any comment to make about that, please contact me within 14 days.

Yours sincerely



Wayne Lines
SA OMBUDSMAN

15 June 2016

Encl

Cc Mark Dowd
Chief Executive Officer
City of Onkaparinga
PO Box 1
NOARLUNGA CENTRE SA 5168



OmbudsmanSA

Report

Full investigation - *Ombudsman Act 1972*

Complainant	Mayor Lorraine Rosenberg
Agency	City of Onkaparinga (council)
Ombudsman reference	2015/04783
Agency reference	GC2015-11
Date complaint received	23 June 2015
Issues	<ol style="list-style-type: none">1. Whether Cr Sandra Brown breached clause 3.1 of the Code of Conduct for Elected Members (the Code) by acting dishonestly in the performance and discharge of her official functions and duties2. Whether Cr Sandra Brown breached clause 3.5 of the Code by attempting to improperly direct a member of council staff to act in their capacity as a Local Government employee for an unauthorised purpose3. Whether Cr Sandra Brown breached clause 3.7 of the Code by seeking a benefit of the entrance into a cycling event for her family members4. Whether Cr Sandra Brown breached clause 3.15 of the Code by utilising council resources for a private purpose

Jurisdiction

The complaint is within the jurisdiction of the Ombudsman under the *Ombudsman Act 1972*.

I have assessed all allegations made by the complainant including breaches of clauses 3.1, 3.5, 3.7 and 3.15 of the Code.

Investigation

My investigation has involved:

- assessing the information provided by the complainant
- seeking a response from Cr Brown in the form of a statutory declaration
- seeking information from Cr Hennessy, [REDACTED] and Cr Merritt
- considering the Code of Conduct for Elected Members (the Code)
- interviewing Cr Brown under oath on 24 September 2015
- preparing a provisional report

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- considering responses from the council and Cr Brown in relation to the provisional report
- preparing a revised provisional report following submission by the parties
- providing Cr Brown and the mayor with my revised provisional report for comment, and considering their responses
- preparing a draft final report
- providing Cr Brown and the mayor with my draft final report for comment, and considering their responses
- preparing this final report

Standard of proof

The standard of proof I have applied in my investigation and report is on the balance of probabilities. However, in determining whether that standard has been met, in accordance with the High Court's decision in *Briginshaw v Briginshaw* (1938) 60 CLR 336, I have considered the nature of the assertions made and the consequences if they were to be upheld. That decision recognises that greater care is needed in considering the evidence in some cases.¹ It is best summed up in the decision as follows:

The seriousness of an allegation made, the inherent unlikelihood of an occurrence of a given description, or the gravity of the consequences flowing from a particular finding, are considerations which must affect the answer to the question whether the issue has been proved.²

Response to my provisional report

Cr Brown responded to my provisional report by email on 16 November 2015. Cr Brown reiterated that she did not consider admission to the TDU event to be a benefit, but was merely following instructions of the volunteer co-ordinator of the RBTA [REDACTED] by contacting [REDACTED] and seeking admission for her relatives who, she states are RBTA volunteers.

The council replied by letter dated 23 November 2015. The council provided the following comments to my provisional report:

- that Cr Brown's appointment as the council liaison person for the RBTA expired at the November 2014 council elections and the roles were not re-appointed until March 2015. Prior to November 2014 elections Cr Heather Merritt was the council appointed representative and Cr Brown was the proxy;
- the contact person for all business associations to RSVP to the TDU event was [REDACTED], not [REDACTED]. Only elected members were provided with [REDACTED] contact details, and not volunteers, members and chairpersons of business associations including the RBTA;
- the invitations to business associations to the TDU event carry no corporate role or expectation for guests of business associations. It is separate from the role of elected members at this type of event;
- the invitation to the RBTA was addressed to Cr Hennessy as Chairman. Cr Hennessy confirmed that he did not forward the invitation to either Cr Brown or her husband [REDACTED] as Deputy Chairman of the RBTA;
- the [REDACTED] were sighted attending the TDU event, no guests were refused entry; and
- the [REDACTED] do not appear on the list of RBTA volunteers as maintained by the RBTA.

¹ This decision was applied more recently in *Neat Holdings Pty Ltd v Karajan Holdings Pty Ltd* (1992) 110 ALR 449 at pp449-450, per Mason CJ, Brennan, Deane and Gaudron JJ.

² *Briginshaw v Briginshaw* at pp361-362, per Dixon J.

At my request the council have provided evidence that it was Cr Merritt who was the council liaison for the RBTA prior to the November 2014 elections, after which all positions became vacant. It is clear from the documentation that Cr Brown did not hold the role she asserted to. This, along with the other information council has provided to my Office has caused me to amend my provisional report.

Responses to my revised provisional report

Cr Brown has provided emails on 15 and 29 February 2016, 7 and 15 March 2016, and 4 April 2016. Cr Brown requested my Office to provide her details about our investigation, including a list of witnesses, a copy of their statements and a copy of the volunteer list compiled by the RBTA. My officer explained to Cr Brown that pursuant to section 18(2) of the Ombudsman Act our investigations are conducted in private and therefore she could only inform others of our investigation for the purpose of providing a response to this Office. To that end, on the 4 April 2016 Cr Brown provided a letter addressed to her dated 30 March 2016 from the RBTA. The Acting Chair of the RBTA [REDACTED] writes:

A core committee of members have discussed your request and agreed that [REDACTED] and [REDACTED] be acknowledged as casual volunteers (involved in the BT&O/Old Reynella Horse Changing Station) as they have attended as casual volunteers in various events at the Old Reynella Horse Changing Station and other activities.

Cr Brown's email dated 7 March 2016 sets out her main response to the revised provisional report. I consider the relevant points to be:

- that Cr Brown believes that in acting for the RBTA she was assisting during the three month election void pursuant to section 59 of the Local Government Act which obligates councillors to facilitate communication, and she was still a volunteer even if she was not council liaison;
- she did not ask to speak with [REDACTED] directly she was put through to her by council administration as [REDACTED], the manager was busy;
- she believes that the volunteer list as at January 2015 as provided to my Office is incorrect as there were many more volunteers acting in different capacities;
- the security guard stated that the [REDACTED] were not on the list so were not permitted to enter the marquee where services were being provided but were permitted to sit behind him at a table under the tree; and
- she was simply a messenger for the Deputy Chairman of the RBTA 'assisting in a 11th hour message fulfilling tickets made available to Reynell Business & Tourism Association Inc, by Council.'

The council replied by email on 15 February 2016 adding that they had no further comment to make.

Cr Merritt, secretary of the RBTA and the original complainant to the council emailed my Office on 1 April 2016 informing me of Cr Brown's request to the RBTA to recognise the [REDACTED] as volunteers despite our investigation being confidential. As Cr Brown's request to the RBTA was for the purposes of her providing a response to this Office I do not consider a breach of the confidentiality provisions of the Ombudsman Act has occurred.

In light of the information provided by Cr Brown I consider that:

- the [REDACTED] were casual, if not official volunteers of the RBTA and that they may have been entitled to attend the TDU event. However it does not change my view expressed below because at the time of the TDU event the [REDACTED] were not official volunteers or members according to RBTA records;
- her role as a volunteer of the RBTA did not entitle her to ring the council and organise attendance at the TDU event for other RBTA volunteers (especially those related to her and were not recorded by the RBTA as volunteers) over and above any other volunteer;

- the fact that she did not ask directly for [REDACTED] but merely rang the council administration to put the [REDACTED] on the guest list further demonstrates that she was not the person from the RBTA charged with the responsibility of accepting places on the guest list because she did not know who to call at the council;
- just because she was charged with the responsibility by the Deputy Chairman as messenger does not mean that she should have accepted this responsibility; and
- the [REDACTED] still attempted to gain entry, attended and were seen at the event whether in or near the corporate marquee.

For the above reasons I do not consider the further information provided by Cr Brown alters the views expressed in the revised provisional report.

Response to my draft final report

In response to my draft final report the mayor replied by letter dated 3 May 2016 that she had no further response.

Cr Brown commented by letter dated 8 May 2016. Cr Brown reiterated her earlier comments and in particular emphasized:

- the allegation is based on hearsay and should have been dealt with by the council in accordance with its Code of Conduct for Council Employees
- that the complainant has breached the Code of Conduct for Council Employees abusing her position as secretary of the RBTA to pursue her personal agenda
- that she acted in the best interest of the RBTA at all time, did not direct staff, had no say in the selection of the [REDACTED] to represent the RBTA at the TDU event, and did not use council resources but has saved the council thousands of dollars by not seeking reimbursement for her own expenses including mobile phone and computer,
- that the complainant has a personal grievance against Cr Brown and is utilising this forum to get revenge on Cr Brown,
- that there has been a failure to provide procedural fairness to her by the council who have mishandled her complaint and she is considering lodging her own complaint, and
- that Part 2 of the Code does not adequately provide for procedural fairness.

I have considered Cr Brown's views but they do not alter the findings and conclusions made in my draft final report. Cr Brown's comments appear to address the council's response to the complaint and not my consideration of the allegations as reported to my Office by the mayor.

Cr Brown provided further information by email on 30 May 2016. This email attached a document prepared by Cr Merritt contradicting information previously provided to me by Cr Brown. Cr Merritt's email stated that:

- on 9 February 2015 she and other RBTA members were asked by [REDACTED] what had happened to the TDU ticket allocation;
- no-one at the meeting could provide any insight into what happened to the TDU allocation including Cr Brown;
- upon investigation Cr Merritt discovered that the TDU tickets for the RBTA had been sought by Cr Brown who had arranged entrance for the [REDACTED]
- [REDACTED] was unaware what happened to the tickets and he had phoned many elected members trying to find a ticket for himself;
- That Cr Brown had herself access to three tickets (as her elected member allocation) and that she had taken her son-in-law, her son-in-law's workmate and [REDACTED] from the Christies Beach Business Association; and
- she reported the matter to the council's Director of Governance.

This information, if correct, contradicts the information provided by Cr Brown throughout my investigation which was that she was instructed by [REDACTED] to seek the tickets for the [REDACTED]. Cr Brown stated that the information provided by Cr Merritt is false. In any event this information does not alter my finding that Cr Brown sought the tickets to the TDU event for the [REDACTED], regardless of whether [REDACTED] instructed her to, or not. The RBTA's Chairman Cr Hennessy and council staff have confirmed this. I have also made findings as to Cr Brown's credibility in the report, which remain unaltered by this further information.

Background

1. Cr Brown is an elected member of the council, and a member and volunteer of the Reynell Business Tourism Association (RBTA). Membership is determined by the payment of fees, \$10 per annum for an individual or household.
2. The RBTA is an incorporated association charged with promoting tourism in the Reynella area. One of its main functions is to staff the Old Reynella Horse Changing Station (the Station) with volunteers and provide historical information to its visitors. The Chairman of the RBTA is Cr Gary Hennessy. The Deputy Chairman and Volunteer Co-ordinator of the RBTA is Cr Brown's husband, [REDACTED], himself a former elected member of the council. As at January 2015 the RBTA had a membership of 49, with many more volunteers who were not paid up members of the RBTA but offered their time in staffing the Station.
3. In relation to the RBTA's council liaison person the council inform me of the following:

All Council representative/liaison appointments expired at the November 2014 local government election. These Council liaison roles were not re-made until March 2015, after the TDU event in January 2015. During the preceding appointment period ceasing in November 2014, Cr Heather Merritt was the Council appointed representative and Cr Sandra Brown was the proxy.³
4. Cr Brown has informed me that her daughter, [REDACTED] and her twelve year old granddaughter [REDACTED] were RBTA volunteers. Cr Brown stated that [REDACTED] and [REDACTED] occasionally offered their time volunteering at the Station, but were not paid up members of the RBTA as at January 2015. The council have provided me with a list of RBTA volunteers and members as at January 2015 as compiled by the RBTA. The [REDACTED] do not appear on the list of volunteers or members of the RBTA.
5. On 24 January 2015 the council hosted a corporate marquee for the Tour Down Under (TDU) cycling event. As an elected member Cr Brown was entitled to bring three guests to the corporate marquee, and so organised for three local business representatives to join her in the corporate marquee.
6. On 21 January 2015 Cr Brown sent an email to the RBTA, copied into Cr Hennessy asking whether the RBTA passes to the TDU event were being utilised. The RBTA were usually sent passes by the council to attend the TDU event. In 2015 this system changed to the council operating a guest list where attendees got their names crossed off upon arrival. The council provided the RBTA with two places on the guest list, with the email invitation being sent to the Chairman of the RBTA Cr Hennessy in January 2015.
7. Prior to 23 January 2015 Cr Hennessy spoke with [REDACTED] [REDACTED] [REDACTED] at the council. [REDACTED] informed Cr Hennessy about the ticket allocation for the RBTA and that he was able to provide the tickets to a proxy as he was already attending the TDU event in his position as an elected member. Cr Hennessy

³ Letter from the council to the Ombudsman Mr Lines, 23 November 2015, page 2

informed [REDACTED] that Cr Brown had enquired with him about the RBTA's ticket allocation⁴.

8. On 23 January 2015 (the day before the TDU event) Cr Brown rang [REDACTED] at the council to enquire whether the RBTA had received its invitations to the TDU event and whether it had replied. [REDACTED] informed Cr Brown that the invitation for places on the guest list had been emailed to Cr Hennessy as Chairman and that no-one had replied. [REDACTED] also informed Cr Brown that it was up to the Chairman to pass on the invitations or send a proxy⁵. At no time did Cr Hennessy and Cr Brown discuss the decision that the [REDACTED] should attend the TDU event as representatives of the RBTA.
9. On 23 January 2015, half an hour after her original phone call Cr Brown again telephoned [REDACTED] and informed her that [REDACTED] and [REDACTED] would be attending the TDU event as representatives of RBTA. Cr Brown did not inform [REDACTED] of her relationship to the two representatives, or what authority she had to make the request⁶.
10. Cr Brown informed my officer under oath that [REDACTED] and [REDACTED] were entitled to attend the corporate marquee as they were volunteers and therefore representatives of the RBTA. Cr Brown further informed my officer that she was instructed by the Deputy Chairman and Volunteer Co-ordinator [REDACTED] to put forward [REDACTED] and [REDACTED] names to attend the event as the representatives of the RBTA. I note that at no time did Cr Brown inform my Officers, except when directly questioned, that [REDACTED] was her husband.
11. On 24 January 2015 [REDACTED] and [REDACTED] attempted to gain entrance to the corporate marquee for the TDU event. Cr Brown informed me under oath that the [REDACTED] were refused entry by a security guard at the entrance. Cr Brown is unaware why they were denied entry and has not since attempted to find out. The council informed me that no-one was denied entry to the corporate marquee and that the [REDACTED] were sighted at the event.
12. A complaint was made to Mayor Rosenberg on 3 March 2015 that Cr Brown had breached the Code by seeking the invitations to the TDU event for her family on the basis that [REDACTED] and [REDACTED] were not members nor volunteers of the RBTA; that Cr Brown was not honest about her relationship with the [REDACTED] by not informing the council; and was utilising council services for her own purposes. In accordance with Appendix 2 of the council's procedure of investigating complaints the Mayor forwarded the complaint to me for investigation.
13. On 21 October 2015 I provided a provisional report to Cr Brown and the council. I provisionally found that Cr Brown had not breached clauses 3.1 or 3.7 of the Code because, in seeking the admission of the [REDACTED] to the TDU event she was not acting in the capacity of her official functions and duties, nor was she seeking a benefit for her relatives for various reasons. I have altered this view based on the council providing me with further (new) information, as stated above.
14. On 4 February 2016 I provided a revised provisional report to Cr Brown and the council. My revised report was based on the new information provided to me by the council (stated above). My revised provisional report found that Cr Brown had:
 - not breached clause 3.1 of the Code because she was not acting in the course of her official functions and duties when seeking admission for the [REDACTED] to the TDU event,

⁴ Letter from [REDACTED] to the Ombudsman Mr Lines, 20 August 2015, page 2

⁵ Letter from [REDACTED] to the Ombudsman Mr Lines, 20 August 2015, page 1

⁶ Letter from [REDACTED] to the Ombudsman Mr Lines, 20 August 2015, page 2

- breached clause 3.5 of the Code by improperly directing [REDACTED], a council employee to perform a task she had no authority to perform and which was not for an authorised purpose,
- breached clause 3.7.1 of the Code by seeking a benefit for her relatives; and
- did not investigate whether Cr Brown had breached clause 3.15 of the Code because I determined that she was not acting for a private purpose. I have altered my view in this regard in this report, as set out below.

I foreshadowed recommendations that Cr Brown undertake training in relation to her roles and responsibilities as an elected member, gifts and benefits and conflict of interest.

15. On 22 April 2016 I provided a draft final report to Cr Brown and the council. My draft final report was based on the new information provided to me by Cr Brown. My draft final report found that Cr Brown had:
- not breached clause 3.1 of the Code because she was not acting in the course of her official functions and duties when seeking admission for the [REDACTED] to the TDU event,
 - breached clause 3.5 of the Code by improperly directing [REDACTED], a council employee to perform a task she had no authority to perform and which was not for an authorised purpose,
 - breached clause 3.7.1 of the Code by seeking a benefit for her relatives; and
 - breached clause 3.15 of the Code by utilising council resources for a private purpose

I foreshadowed recommendations that Cr Brown undertake training in relation to her roles and responsibilities as an elected member, gifts and benefits and conflict of interest. I also recommended Cr Brown be reprimanded by means of a public statement.

Relevant law

The Code of Conduct for Elected Members (the Code)

Council members must:

- 3.1 Act honestly at all times in the performance and discharge of official functions and duties;
- 3.5 Not attempt to improperly direct a member of Council staff to act in their capacity as a Local Government employee for an unauthorised purpose;
- 3.7 Council members must not:
 - 3.7.1 Seek gifts or benefits of any kind;
 - 3.7.2 Accept any gift or benefit that may create a sense of obligation on their part or may be perceived to be intended or likely to influence them in carrying out their public duty;
 - 3.7.3 Accept any gift or benefit from any person who is in, or who seeks to be in, any contractual relationship with the Council.
- 3.15 Council members must not use Council resources, including services of Council staff, for private purposes, unless legally or properly authorised to do so, and payments made where appropriate

Whether Cr Brown breached clause 3.1 of the Code by acting dishonestly in the performance and discharge of her official functions and duties

16. The allegation is that Cr Brown acted dishonestly in the performance and discharge of her official duties as council representative of the RBTA because:
 - she sought to allocate the RBTA's tickets/ places on the guest list to the [REDACTED] for the TDU event corporate marquee without informing the council that the [REDACTED] were her relatives; and
 - the [REDACTED] were not volunteers of the RBTA because they do not appear on the list of RBTA volunteers kept by the RBTA.
17. When interviewed by my Officer, Cr Brown denied that she acted dishonestly as her relationship with [REDACTED] and [REDACTED] was not relevant to whether they should be admitted to the corporate marquee. Cr Brown stated that she was instructed by the Deputy Chairman of the RBTA (her husband [REDACTED]) to seek admission for the [REDACTED], that [REDACTED] stated that the [REDACTED] were volunteers of the RBTA and as such were entitled to represent it at the event.
18. Cr Brown stated she made the request to council to put the [REDACTED] on the guest list because she was instructed to by the Deputy Chairman. Cr Brown was unaware whether [REDACTED] had made the offer of attendance to the corporate marquee to all members and volunteers of the RBTA. Cr Brown denied that there may have been a perception that by seeking to discover whether the RBTA had taken up the positions on the guest list (by phoning [REDACTED] and Cr Hennessy), placing the [REDACTED] on the guest list and not informing the council of her relationship with the representatives that she was being dishonest.
19. Cr Brown claimed that she was the council representative of the RBTA and that it was her role to liaise with the council about issues that involved the RBTA. This has proven to be incorrect. In seeking to obtain admission for the [REDACTED] it is clear that Cr Brown did not have authority to do so, either from the RBTA (whether she was instructed to by [REDACTED] or not) or by the council.
20. It is clear from my Officer's discussion with Cr Brown that she considered that she had two roles: one as an elected member and the second as a RBTA volunteer, member and council liaison. I consider that in seeking the availability of RBTA tickets for the TDU event she was acting in her capacity as a volunteer and member of the RBTA, and not as an elected member. Cr Brown did not hold the role of council liaison for the RBTA at the time of the TDU event. I therefore consider that she was not acting in the performance and functions of her official duties as an elected member and as such the Code does not apply in this instance.
21. The council have provided a list of RBTA members and volunteers as at 26 January 2014. The [REDACTED] do not appear on that list. I do not think this means that they haven't attended the horse changing station and helped out occasionally but I note that the RBTA records indicate that they are not volunteers. I note that the RBTA have recently, at Cr Brown's request, acknowledged that the [REDACTED] are 'casual volunteers' because they have attended 'various events at the Old Reynella Horse Changing Station'⁷.
22. Although I find that Cr Brown was not acting in the performance and discharge of her functions and duties as a council member, I nevertheless find that Cr Brown acted dishonestly by:
 - a. seeking tickets for the [REDACTED] without informing council employees that the [REDACTED] were her relatives;

⁷ Letter from [REDACTED] to Cr Brown, 30 March 2016

- b. knowing that the [REDACTED] were not official volunteers or members of the RBTA when she sought to have them represent the RBTA;
 - c. knowing that she did not hold the position within the RBTA to seek the tickets due to the council liaison position being vacant following the council election in November 2014; and
 - d. not informing this Office that the Deputy Chair was her husband [REDACTED], that the [REDACTED] were not official volunteers and members of the RBTA and that she was not the council representative of the RBTA at the time she sought admission for the [REDACTED] to the TDU event (January 2015).
23. I consider it to be a failure of the wording of the Code that elected members are required to only act honestly in their performance and discharge of their official functions and duties. In my view the Code should require elected members to always act honestly and diligently not just when undertaking their official role.

Conclusion

In light of the above, I consider that Cr Brown did not act in a manner that was unlawful, unreasonable or wrong within the meaning of section 25(1) of the Ombudsman Act because she did not breach clause 3.1 of the Code as she was not acting in her official capacity as an elected member when seeking the availability of guests for the RBTA to attend the TDU event.

Whether Cr Sandra Brown breached clause 3.5 of the Code by attempting to improperly direct a member of council staff to act in their capacity as a local government employee for an unauthorised purpose

24. The council have recently informed me that:
- Cr Brown had no official role (neither as elected member nor RBTA council liaison) in relation to dealing with corporate entry to the TDU event
 - [REDACTED], the council employee who Cr Brown spoke to about admission was responsible only for dealing with elected member queries
 - All invitations to business associations to the TDU event were asked to liaise with council employee [REDACTED]
25. Cr Brown contacted [REDACTED] twice on 23 January 2015 and asked her to put the [REDACTED] on the guest list. It appears the [REDACTED] were not, according to the RBTA records, volunteers nor members. Cr Brown's request:
- was made without authority as she was neither acting in her capacity as elected member nor council liaison;
 - was made to the wrong council employee; and
 - was seeking to gain admission for the [REDACTED] who were not official volunteers according to the RBTA records

I therefore consider that Cr Brown has breached clause 3.5 of the Code by improperly directing [REDACTED] to perform a task that she had no authority to perform and which was not for an authorised purpose.

Conclusion

In light of the above, I consider that Cr Brown acted in a manner that was contrary to law within the meaning of section 25(1)(a) of the Ombudsman Act because she breached clause 3.5 of the Code.

To remedy this error, I make a recommendation under section 25(2) of the Ombudsman Act that Cr Brown undertake training in relation to her roles and responsibilities as an elected member.

Whether Cr Brown breached clause 3.7 of the Code by seeking a benefit of the entrance into a cycling event for her family members

26. I note the wording of clause 3.7 of the Code applies to all actions by council members and not just when performing their official functions and duties.
27. It is clear from the facts that Cr Brown spoke with the RBTA, council employee [REDACTED] and Cr Hennessy to confirm whether the RBTA had received its invitation for the TDU event, and whether it had been taken up by anyone. I consider that this fulfils the definition of 'seeking' in the Code.
28. Cr Brown asserted that she sought entrance for the [REDACTED] because her role as council liaison of the RBTA was to communicate with council about the guest list, and that she was following instructions from the Deputy Chairman of the RBTA to inform the council that the [REDACTED] would be attending as representatives of the RBTA. Cr Brown also asserted that she did not consider the attendance at the corporate marquee to be a benefit for the [REDACTED], but rather carried the responsibility of socialising and not being able to watch the bike race. I take this to mean that Cr Brown considers that admittance was not a benefit to the [REDACTED]
29. The LGA's 'Guide: Gifts and Benefits under the Codes of Conduct' provides further guidance in relation to gifts and benefits. I consider the following in light of this guide:
- the invitation was to the RBTA, not to an elected member or council employee
 - it did not matter that Cr Brown sought the invitation for the [REDACTED] and not herself as the wording of clause 3.7.1 of the Code states 'elected members must not seek gifts or benefits of any kind', which in my view includes gifts or benefits to members of the councillors' family
 - I find that the invitation to the TDU event corporate marquee was a benefit because it was not available to the general population of residents
 - it is no justification on the part of Cr Brown to say that she was following instructions from her husband [REDACTED], in his capacity as Deputy Chairman of the RBTA. It is for each elected member to take responsibility for their own actions and not simply act upon instruction
 - elected members must consider the perception amongst the general public in relation to gifts and benefits. For example, had the Deputy Chairman [REDACTED] himself requested that the [REDACTED] be put on the guest list the perception would not exist because he is not an elected member and therefore not subject to the Code and Local Government Act
30. As stated above, at no time in my investigation, except when being directly questioned, did Cr Brown inform me of the Deputy Chairman's name, and their relationship. In addition Cr Brown informed me that:
- she was the council liaison person for the RBTA, when in fact all appointments had expired at the November 2014 elections;
 - that the [REDACTED] were denied entry to the event despite being seen there; and
 - that the [REDACTED] were volunteers of the RBTA, when RBTA records do not reflect this.

I find these omissions and misinformation relevant in my determination of the honesty and credibility of Cr Brown.

31. I consider that clause 3.7.1 is intended to catch elected members attempting to obtain a benefit for themselves using the advantage of their position of elected member. I consider Cr Brown was attempting to gain a benefit for the [REDACTED] by using her position as elected member for the following reasons:

- she contacted the council generally and was put through to [REDACTED] and not [REDACTED]. [REDACTED] was responsible for organizing elected member's guest list and not the guest list for business associations;
 - she ought to have been aware that she was no longer the council liaison person for the RBTA given the expiration of all such appointments in preparation for the council elections and her knowledge and experience in local government as a councillor for over ten years; and
 - she sought places on the guest list for the [REDACTED] on the basis of their status as volunteers but who were not official volunteers or members of the RBTA based on the RBTA's own records.
32. I therefore find that by seeking to discover the RBTA's guest list availability and to have the [REDACTED] on the guest list of the TDU event, Cr Brown was seeking a gift or benefit. I therefore find that she breached clause 3.7.1 of the Code.
33. For completeness sake, I consider that there is insufficient evidence to find that Cr Brown breached clauses 3.7.2 and 3.7.3 of the Code.

Conclusion

In light of the above, I consider that Cr Brown acted in a manner that was contrary to law within the meaning of section 25(1)(a) of the Ombudsman Act because she breached clause 3.7.1 of the Code by seeking a benefit for her relatives.

To remedy this error, I make a recommendation under section 263B of the Local Government Act and 25(2) of the Ombudsman Act that Cr Brown:

- undertakes training in relation to gifts and benefits and conflict of interest; and
- be reprimanded by means of a public statement.

Whether Cr Sandra Brown breached clause 3.15 of the Code by utilising council resources for a private purpose

34. The facts of this matter show that Cr Brown rang the council and asked for her relatives the [REDACTED] to be put on the guest list for the TDU event in their capacity as volunteers (roles that they did not officially hold at the time).
35. The council state that [REDACTED] was not the employee charged with the role of compiling the guest list for business associations attending the event, and that [REDACTED] was. Cr Brown states that she did not specifically ask for [REDACTED] but was put through to her by council administration. It is not particularly relevant which council employee Cr Brown spoke with, nor how she came to speak to that person. What is relevant is that Cr Brown rang the council and utilised council resources to secure places on the guest list for her relatives the [REDACTED].
36. I consider that securing the places on the guest list was for a private purpose, namely to allow Cr Brown's relatives entry to the corporate marquee at the TDU event.
37. I therefore consider that Cr Brown breached clause 3.15 of the Code because she utilised council resources, being services of council staff, for a private purpose.

Conclusion

In light of the above, I consider that Cr Brown acted in a manner that was contrary to law within the meaning of section 25(1)(a) of the Ombudsman Act because she breached clause 3.15 of the Code by utilising council resources for a private purpose.

I consider the recommendations made in relation to training in respect of gifts and benefits and a reprimand would remedy this error. Cr Brown needs to appreciate the difference between the official roles that she holds at any particular time, and what responsibilities do and do not come with each role.

Final comment

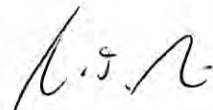
I now report Cr Brown's breach of duty to the principal officer of the council, as required by section 18(5) of the Ombudsman Act.

In accordance with Part 3 of the Code the council must provide this report to a public meeting of the council and pass resolutions that give effect to the recommendations within two ordinary meetings of the council.

In accordance with section 25(4) of the Ombudsman Act the council should report to the Ombudsman by 1 August 2016 on what steps have been taken to give effect to the recommendations above; including:

- details of the actions that have been commenced or completed
- relevant dates of the actions taken to implement the recommendation.

In the event that no action has been taken, reason(s) for the inaction should be provided to the Ombudsman.



Wayne Lines
SA OMBUDSMAN

15 June 2016

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10. Nominations to external bodies

Nil.

11. Questions on notice

Nil.

12. Motions

Nil.

13. Petitions

13.1 Petition Willunga Golf Course

This is a receiving report for a petition.

Manager: Paul Harwood, Director Financial and Commercial

Report Author: Jock Berry, Manager Property and Commercial

Contact Number: 8384 0582

Attachments: 1. Willunga Golf Course petition (5 pages)

1. Purpose

A petition containing five hundred and ninety nine (599) signatures has been received requesting that Council maintain the Willunga Golf Course in its current format without any reduction of the golfing facilities provided by Council noting that the petitioners support the council in its endeavours to make the complex a more viable asset.

2. Recommendations

1. That the petition be received.

2. That the petition be considered as part of Council's consideration of the Willunga Golf Course Service Review which is expected to be presented following the 1 August 2016 meeting of the Audit, Risk, Value and Efficiency Committee at which the committee will make its recommendations relating the findings of the Service Review and the future of the Willunga Golf Course.

3. That the head petitioner be notified of Council's decision.

3. Background

This petition has most likely been received in response to ongoing discussions regarding the future of the Willunga Golf Course and the findings and recommendations of the Willunga Golf Course Service Review.

As part of our assessment of council services under the service alignment model, the Willunga Golf Course (the Course) was identified as having opportunities to reduce costs, increase revenue or streamline service delivery.

As a consequence, an internal review of the Willunga Golf Course service (service review) has been undertaken. The Willunga Golf Course Service Review aims to identify ways to:

- achieve savings and income generation
- meet legislative requirements
- identify new and meet existing service levels and standards
- improve service delivery methods
- optimise resource usage
- meet customer expectations
- demonstrate strong leadership
- address political and community pressures (where relevant).

At its 18 August 2015 meeting, Council resolved (Item 12.3):

That a report be presented to the Strategic Directions Committee in the October meeting that includes:

1. *A short term (12 month) plan that will reverse the upward trend of the Council subsidy that keeps the Willunga Golf Course financially viable.*
2. *Secondly a medium term plan (3 years) that identifies future opportunities to move the Willunga Golf Course from a deficit operating position to a sustainable one.*

Further, at its 23 February 2016 meeting, the Strategic Directions Committee resolved:

2. ***That an update come back to the Strategic Directions Committee's next meeting in relation to the Willunga Golf Course that details how short term plans to reverse the upward trend of the council subsidy have been implemented.***

At its 15 March 2016 meeting, following the presentation of the requested report, the Strategic Directions Committee noted:

- a. *the progress toward reversing the upward trend of council subsidy of the Willunga Golf Course as per the relevant sections*
- b. *that the Willunga Golf Course Service Review will be presented to 29 March 2016 meeting of Council's Audit, Risk, Value and Efficiency Committee for its consideration and referral to Council.*

At its 27 June 2016 meeting, Council's Audit, Risk, Value and Efficiency Committee reviewed and provided feedback on the full Willunga Golf Course Service Review. The committee resolved (in part) that the Service Review be amended to reflect the discussions at the meeting and be represented at its 1 August 2016 meeting for its further consideration and referral to Council.

4. Financial Implications

Any budgetary implications associated with the request of the petition have been considered in the Willunga Golf Course Service Review amongst other options for the future of the Willunga Golf Course.

5. Risk and Opportunity Management

Petitions provide a way of the public informing Council of their needs and concerns and/or to provide information that may assist or influence Council's decision.

6. Additional information

It is intended that the petition be referenced in the covering report accompanying the Willunga Golf Course Service Review for Council's consideration following the 1 August 2016 meeting of the Audit, Risk, Value and Efficiency Committee meeting.

Attachment 1

18 June 2016

Mayor and Councillors
City of Onkaparinga Council
Noarlunga Centre

Graham Ormsby
PO Box 82
Willunga SA 5172

Re: Willunga Golf Course Petition

To City of Onkaparinga Mayor and Councillors,

On behalf of many ratepayers of the City of Onkaparinga and other interested parties I am submitting the attached petition. The petition is in support of the Willunga Golf Course being retained in its current state and also in support of the Council's plans to make the course more viable.

It should be noted that the petition has been signed by local residents keen to see the course retained, fee paying golfers and many visitors including golfers to the district, and Willunga Golf Club members.

The Willunga Golf Course is an excellent asset for the council and provides opportunities for many residents and visitors to our region to undertake a healthy activity. It is a major sporting and tourism facility within the southern area of the council which is used by people of all ages not only for golf but general exercise.

The course is not just maintained for the Willunga Golf Club members but for the many other groups and clubs as well as over 6000 casual (fee paying) golfers throughout the year.

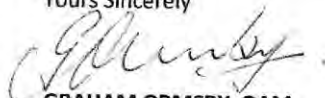
Whilst the Willunga Golf Club is a major user of the course it also supports the course and the community's involvement in many ways including:

- A substantial portion of their fees are paid to the council to support the course,
- Volunteers regularly undertake work on maintaining the greens and course surrounds,
- It successfully promotes junior golf by conducting regular coaching sessions and recently two of its junior graduates were selected in both the South Australian Junior and Senior teams,
- It conducts regular "try golf" programs which involve introducing golf to women of different ages and skills. These have been very successful,
- It has a very stable membership which defies the membership (and income) drop-off other clubs are experiencing. This includes a substantial number of older ratepayers and,
- Has limited exclusive access to the course (Saturdays) which ensures the course is available to other golfers as required

In summary, as stated above, we, the petitioners urge the council to support the retention of the Golf Course in its current format. We support the current plans to review the maintenance program to ensure it is cost effective, the repair and use of the golf course bore to help reduce water costs and the plan to improve the promotion and marketing of the golf course and its facilities. The course fits well within the Council's Active Living program and Tourism approach and this should be recognised and supported.

We commend the petition to the Council and support the retention of the course in its current format and the plan to make it a more viable operation.

Yours Sincerely



GRAHAM ORMSBY OAM

Petition Organiser

Petition: To the Mayor and Councillors of the City of Onkaparinga

WILLUNGA GOLF COURSE PETITION to the Onkaparinga Council

The petition of Residents of the City of Onkaparinga draws attention of the Council to the proposal to be presented to Council relating to the future of the Willunga Golf Course.

The petitioners therefore request that the Council supports maintaining the Willunga Golf Course in its current format without any reduction of the golfing facilities provided by the Council. The petitioners support the council in its endeavours to make the complex a more viable asset.

NAME	ADDRESS	SIGNATURE
Peter Doyle	8 LIPSONCE WILLUNGA	Peter Doyle
NORM DURSTON	31 COLLINGWOOD HACKETT	Norm Durston
JOHN TREASURY	55 METHODIST ST WILLUNGA	John Treasury
STEVE AUSTIN	3, GARDEN ST ALDINGA BEACH	Steve Austin
JOSEPH CAROLAN	1 BLUE POINT WAY	Joseph Carolan
Jeanette Walele	22 Hall Road d. Willunga	Jeanette Walele
JOHN HOLDEN	7 MERINDA CROWN/VAL	John Holden
P. Parnis	12 ARABIAN CT	P. Parnis
R. MCKEE	31 HAINES COMBE DR	R. McKee
RAY WEBB	22 HALL ROAD	Ray Webb
DARROL SACHS	44 WIGLEY DR	Darrol Sachs
PETER WURLEY	15 GEORGE ADEHAKIN	Peter Wurley
TONY SMITH	2 Dale Ave CHRISTIES BEACH	Tony Smith
BRENTON HYDE	70 ESPLANADE CHRISTIES BEACH	Brenton Hyde
Melanie Thomson	24 RAINVIEW CIRCUIT	Melanie Thomson
Rob Zinnegger	Knox Dr Woodcroft	Rob Zinnegger
E. Elder	Whitings Rd	E. Elder
C THOMAS	21 St Tamen St WILLUNGA	C Thomas
T. DOOLEY	27 PERIWINKLE DR ALDINGA BEACH	T. Dooley
M. BROMHAM	34 COACHWOOD DR. ABERFOLY PARK	M. Bromham
N. ARMSTRONG	12 KIMBER ST ALDINGA BEACH	N. Armstrong
KEN DAKES	20 Lyndale Rd H. DAKES	Ken Dakes
NORM WALSH	7. KERNICK AVE	Norm Walsh
Peter WOODS	24 Pungent Rd	Peter Woods
Ad Orem	32 Kimber St Ald.	Ad Orem
STEWART DE LEEUW	15 Waterford Ct Seaford	Stewart De Leeuw
BOB HARWOOD	HACKETT WEST	Bob Harwood
ROSS PALACKY	4 RICHARD Rd. Will	Ross Palacky

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Petition: To the Mayor and Councillors of the City of Onkaparinga

WILLUNGA GOLF COURSE PETITION to the Onkaparinga Council

The petition of Residents of the City of Onkaparinga draws attention of the Council to the proposal to be presented to Council relating to the future of the Willunga Golf Course.

The petitioners therefore request that the Council supports maintaining the Willunga Golf Course in its current format without any reduction of the golfing facilities provided by the Council. The petitioners support the council in its endeavours to make the complex a more viable asset.

NAME	ADDRESS	SIGNATURE
HOLLY FREELAND	ALDINGA BEACH	<i>Holly Freeland</i>
SUE HOCKING	MCLAREN VIALLE	<i>Sue Hocking</i>
Rodgin Mills	14 Willunga	<i>Rodgin Mills</i>
Pip Marsh	ALDINGA BEACH	<i>Pip Marsh</i>
C GILGON	WILLUNGA	<i>C Gilgon</i>
BRIAN LOGAN	NAPPY VALLEY	<i>Brian Logan</i>
KEN DAKES	NOARLUNGA DOWNS	<i>Ken Dakes</i>
CHRIS CUMMINGS	CHRISTIE DOWNS	<i>Chris Cummings</i>
JOE RICE	CHRISTIE DOWNS	<i>Joe Rice</i>
ROSS PALACKY	WILLUNGA	<i>Ross Palacky</i>
JIM FENOUGHY	SEAFORD	<i>Jim Fenoughy</i>
ALBERT SMITH	SEAFORD	<i>Albert Smith</i>
COLIN RILEY	NORMANVILLE	<i>Colin Riley</i>
VICTOR HARBO	VICTOR HARBO	<i>Victor Harbo</i>
PHIL MCLEOD	BORDERTOWN	<i>Phil McLeod</i>
PAUL ALFORD	CHRISTIE DOWNS	<i>Paul Alford</i>
MARY SCHUMANN	WILLUNGA	<i>Mary Schumann</i>
JEAN MATHIASSEN	27 Ivy St. Nantfield Heights	<i>Jean Mathiasen</i>
T. PATERSON	7 DUNDALK AVE MC CRACKEN	<i>T. Paterson</i>
KEVIN LEARCE	TINDALE CREEK SEAFORD PK	<i>Kevin Learce</i>
LAWRENCE	MARLBOROUGH	<i>Lawrence</i>
KATH LAYTON	10 WIGLEY DR MCLAREN VIALLE	<i>Kath Layton</i>
CHRIS PACKER	100 JUST RD SELICKS BL	<i>Chris Packer</i>
MIKE MORGAN	3/65 WASHWANK CRESCENT	<i>Mike Morgan</i>

14. Urgent business

15. Confidential items

Confidential Clause

If Council so determines items 15.1 to 15.4 may be considered in confidence under Section 90(2) of the *Local Government Act 1999* on grounds contained in the Recommendations below.



Mark Dowd
Chief Executive Officer

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15.1 Tier 1 Event

1. That:

- a. under the provisions of Section 90(2) of the *Local Government Act 1999* an order be made that the public, with the exception of staff on duty, be excluded from attendance at the meeting in order to consider this item in confidence.
 - b. the Council is satisfied that it is necessary that the public, with the exception of staff on duty, be excluded to enable the Council to consider the report at the meeting on the following grounds:
Section 90(3)(j) information the disclosure of which -
 - (i) would divulge information provided on a confidential basis by or to a Minister of the Crown, or another public authority or official (not being an employee of the council, or a person engaged by the Council); and
 - (ii) would, on balance, be contrary to the public interest;
 - c. accordingly, on this basis the principle that meetings of the Council should be conducted in a place open to the public has been outweighed by the need to keep the information or discussion confidential.
4. That the matter of the Tier 1 Event having been considered in confidence under Sections 90(2) and 90(3)(j) of the *Local Government Act 1999* that an order be made under the provisions of Sections 91(7) and (9) of the *Local Government Act 1999* that the Tier 1 Event and the minutes and the report of the Council relating to discussion of the subject matter be kept confidential until 30 July 2016.
 5. That, pursuant to section 91(9)(a) of the *Local Government Act 1999*, Council delegates the duty to conduct an annual review of the confidentiality order to the Chief Executive Officer, or their sub-delegate.
 6. That, pursuant to section 91(9)(c) of the *Local Government Act 1999*, Council delegates the power to revoke the confidentiality order to the Chief Executive Officer, or their sub-delegate.

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15.2 Audit, Risk, Value and Efficiency Committee meeting confidential minutes

1. That:

- a. under the provisions of Section 90(2) of the *Local Government Act 1999* an order be made that the public, with the exception of staff on duty, be excluded from attendance at the meeting in order to consider this item in confidence.
- b. the Council is satisfied that it is necessary that the public, with the exception of staff on duty, be excluded to enable the Council to receive and discuss the report at the meeting on the following grounds:

Section 90(3)(a) information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead); and

Section 90(3)(d) commercial information of a confidential nature (not being a trade secret) the disclosure of which:
 - (i) could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and
 - (ii) would, on balance, be contrary to the public interest;
- c. accordingly, on this basis the principle that meetings of the Council should be conducted in a place open to the public has been outweighed by the need to keep the information or discussion confidential.

3. That the matter of the Audit, Risk, Value and Efficiency Committee confidential minutes having been considered by the Council in confidence under sections 90(2), 90(3)(a) and (d) of the *Local Government Act 1999* that an order be made under the provisions of sections 91(7) and (9) of the *Local Government Act 1999* that the Audit, Risk, Value and Efficiency Committee confidential minutes and the minutes and the report of the Council relating to discussion of the subject matter be kept confidential until the following three events have occurred:

- a. Item 12.1 Community Bus Service Review – until Council's consideration of the recommendation of the review; and
- b. Item 12.2 Rangers Hours of Operation Service Review – until Council's consideration of the recommendation of the review; and
- c. Item 12.3 Willunga Golf Course Service Review – until the Willunga Golf Course Service Review is presented as a report to a meeting of Council.

4. That, pursuant to section 91(9)(a) of the *Local Government Act 1999*, Council delegates the duty to conduct an annual review of the confidentiality order to the Chief Executive Officer, or their sub-delegate.

5. That, pursuant to section 91(9)(c) of the *Local Government Act 1999*, Council delegates the power to revoke the confidentiality order to the Chief Executive Officer, or their sub-delegate.

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15.3 Community Bus Service Review

1. That:

- a. under the provisions of Section 90(2) of the *Local Government Act 1999* an order be made that the public, with the exception of staff on duty, be excluded from attendance at the meeting in order to consider this item in confidence.
 - b. the Council is satisfied that it is necessary that the public, with the exception of staff on duty, be excluded to enable the Council to consider the report at the meeting on the following grounds:

Section 90(3)(a) information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead);
 - c. accordingly, on this basis the principle that meetings of the Council should be conducted in a place open to the public has been outweighed by the need to keep the information or discussion confidential.
3. That the matter of Community Bus Service Review having been considered by the Council in confidence under sections 90(2) and 90(3)(a) of the *Local Government Act 1999* that an order be made under the provisions of sections 91(7) and (9) of the *Local Government Act 1999* that the Community Bus Service Review and the minutes and the report of the Council relating to discussion of the subject matter be kept confidential until Council's consideration of the recommendation of the review.
4. That, pursuant to section 91(9)(a) of the *Local Government Act 1999*, Council delegates the duty to conduct an annual review of the confidentiality order to the Chief Executive Officer, or their sub-delegate.
5. That, pursuant to section 91(9)(c) of the *Local Government Act 1999*, Council delegates the power to revoke the confidentiality order to the Chief Executive Officer, or their sub-delegate.

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15.4 Rangers Hours of Operation Service Review

1. That:

- a. under the provisions of Section 90(2) of the *Local Government Act 1999* an order be made that the public, with the exception of staff on duty, be excluded from attendance at the meeting in order to consider this item in confidence.
- b. the Council is satisfied that it is necessary that the public, with the exception of staff on duty, be excluded to enable the Council to receive and discuss report at the meeting on the following grounds:

Section 90(3)(a) information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead);
- c. accordingly, on this basis the principle that meetings of Council should be conducted in a place open to the public has been outweighed by the need to keep the information or discussion confidential.

3. That the matter of Rangers Hours of Operation Service Review having been considered by the Council in confidence under sections 90(2) and 90(3(a) of the *Local Government Act 1999* that an order be made under the provisions of sections 91(7) and (9) of the *Local Government Act 1999* that the Rangers hours of operation Service Review and the minutes and the report of the Council relating to discussion of the subject matter be kept confidential until Council's consideration of the recommendation of the review.
4. That, pursuant to section 91(9)(a) of the *Local Government Act 1999*, the Council delegates the duty to conduct an annual review of the confidentiality order to the Chief Executive Officer, or their sub-delegate.
5. That, pursuant to section 91(9)(c) of the *Local Government Act 1999*, the Council delegates the power to revoke the confidentiality order to the Chief Executive Officer, or their sub-delegate.

16. Closure

Conflict of Interest Disclosure Form

To be completed and given to meeting minute taker prior to the meeting.

Councillor:

Date:

☐ Council Meeting

Agenda Item/s no:

☐ Strategic Directions Committee Meeting

Agenda Item/s no:

☐ Audit Risk Value & Efficiency Committee

Agenda Item/s no:

1. I have identified a conflict of interest as:

MATERIAL ☐

ACTUAL ☐

PERCEIVED ☐

MATERIAL: Conflict arises when a councillor or a nominated person will gain a benefit or suffer a loss (whether directly or indirectly and whether pecuniary or personal) if the matter is decided in a particular manner. If declaring a material conflict of interest, Councillors must declare the conflict and leave the meeting at any time the item is discussed.

ACTUAL: Conflict arises when there is a conflict between a councillor's interests (whether direct or indirect, personal or pecuniary) and the public interest, which might lead to decision that, is contrary to the public interest.

PERCEIVED: Conflict arises in relation to a matter to be discussed at a meeting of council, if a councillor could reasonably be taken, from the perspective of an impartial, fair-minded person, to have a conflict of interest in the matter – whether or not this is in fact the case.

2. The nature of my conflict of interest is as follows:

(Describe the nature of the interest, including whether the interest is direct or indirect and personal or pecuniary)

3. I intend to deal with my conflict of interest in the following transparent and accountable way:

☐ I intend to **leave** the meeting

☐ I intend to **stay** in the meeting

4. The reason I intend to stay for an ACTUAL or PERCEIVED conflict is:

☐ That I will receive no benefit or detriment direct or indirect, personal or pecuniary from considering and voting on this matter.

☐ Other *(describe reason)*

CONFLICTS MUST ALSO BE DECLARED VERBALLY DURING MEETINGS

Governance use only: Member voted FOR/AGAINST the motion.

Ordinary Business Matters

A **material, actual** or **perceived** Conflict of Interest does not apply to a matter of ordinary business of the council of a kind prescribed by regulation.

The following ordinary business matters are prescribed under Regulation 8AAA of the *Local Government (General) Regulations 2013*.

- the conduct and consideration of a review under section 12 of the Act (Elector Representation Review)
- the adoption or alteration of a training and development policy under section 80A of the Act
- the adoption or amendment of a strategic management plan under section 122 of the Act
- the adoption or revision of an annual business plan or budget under section 123 of the Act
- the declaration of rates (other than a separate rate) or a charge with the character of a rate.

Engagement and membership with groups and organisations exemption

A member will not be regarded as having a conflict of interest **actual** or **perceived** in a matter to be discussed at a meeting of council **by reason only of**:

- an engagement with a community group, sporting club or similar organisation undertaken by the member in his or her capacity as a member; or membership of a political party
- membership of a community group, sporting club or similar organisation (as long as the member **is not** an office holder for the group, club or organisation)
- the member having been a student of a particular school or his or her involvement with a school as parent of a student at the school
- a nomination or appointment as a member of a board of a corporation or other association, if the member was nominated for appointment by a Council.

However, the member will still be required to give careful consideration to the nature of their association with the above bodies. Refer Conflict of Interest Guidelines.

For example: If your **only** involvement with a group is in your role as a Council appointed liaison as outlined in the Council appointed liaison policy, you will not be regarded as having a conflict of interest actual or perceived in a matter, and are NOT required to declare your interest.